THE LITERARY DIGEST

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TOPICS - OF - THE - DAY

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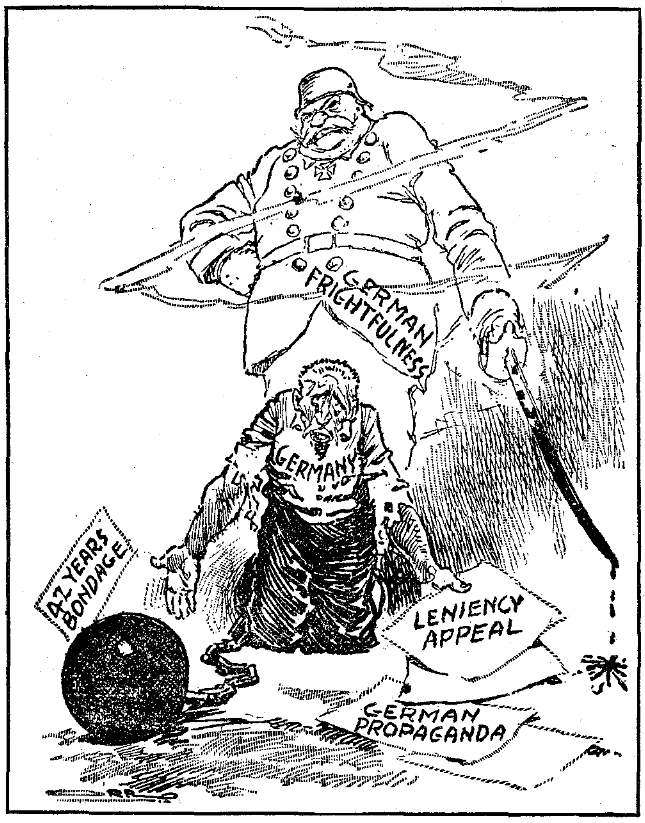
SHALL GERMANY OR FRANCE PAY THE WAR-BILL?

IF GERMANY DOESN'T PAY, FRANCE MUST. This sums up the reply of a large section of our press to those economists who insist that the war-bill presented to Germany by the Allies—226,000,000,000 gold marks payable in forty-two years, plus a 12 per cent. export tax—is more than that nation can pay. "The astonishing fact is that it does not seem to have occurred to these British and American pleaders for Germany that if she does not pay for the devastation she methodically wrought, her victims must," exclaims the Philadelphia *North American*, which points out that "when it is argued that the sum demanded in reparations should be reduced, this means precisely that sufferers from her aggression shall be penalized to the extent of the remission." To France this is "a life and death matter," the Kansas City *Star* reminds us; and it asks: "Why is it unreasonable to expect Germany to pay annually an amount which is only a fraction of the sum other nations are having to pay on her account, and which is not much more than half as much as the French people alone must pay in taxes to meet the interest on the sum raised to repel the German invasion?" "Is France more able to pay than Germany?" asks the Newark *News*, which goes on to say:



A PATHETIC PICTURE.

But the background ruins it.

—Orr in the Chicago *Tribune*.

"Which country do we want to see penalized and set back by the losses of the war, Germany or France? Then line up on the indemnity question on that simple program and work it out on the sanest possible economic basis, keeping in mind the fact that the whole world must, in the end, share in the payment.

"The war can not be paid for painlessly. It is a gigantic dead loss in most aspects, certainly in an economic one. We have not yet seemed to grasp that truth or to realize that we must all join in the effort for general recuperation, for any who attempt to play an isolation game are bound to suffer reaction. As for Germany, it is advisable for her to consider what she threatened and would have done to the Allies if she had won, and to understand France's position and fears and disappointment at the disillusionment of the immediate effects of victory."

Germany "has agreed to pay an amount covering all the damages to the civil population of the Allies, and the sum of proved damage is three or four times as much as the Allies are now asking her to pay," remarks Mr. Hoover's Washington *Herald*. But the same paper goes on to discuss a complication of the problem in which this country is directly interested:

"It will certainly be necessary for France to borrow money on the strength of German reparations. It doesn't matter how great or how small is the total German indemnity agreed upon, it can't be paid all at once and the first instalments must be relatively small. Unfortunately it is now that France needs the money most.

"Even under the Paris agreement if in the next five years Germany pays 11,000,000,000 gold marks in annuities and another 3,000,000,000 is realized in export duties in the same period, France's share would amount to not more than 10,000,000,000 gold francs or some 30,000,000,000 paper francs, which is 5,000,000,000 less than the number of paper francs she has already expended without receipts.

"As France is with the greatest difficulty raising enough to meet her current budget, she would have nothing for reconstruction in the next five years without borrowing.

"The question is, will France be able to sell in the United States German reparations bonds based on the Paris plan of settlement? Judging from the statements of our financial experts these bonds are not likely to be acceptable to American investors because there exists considerable doubt of Germany's ability to make these bonds good

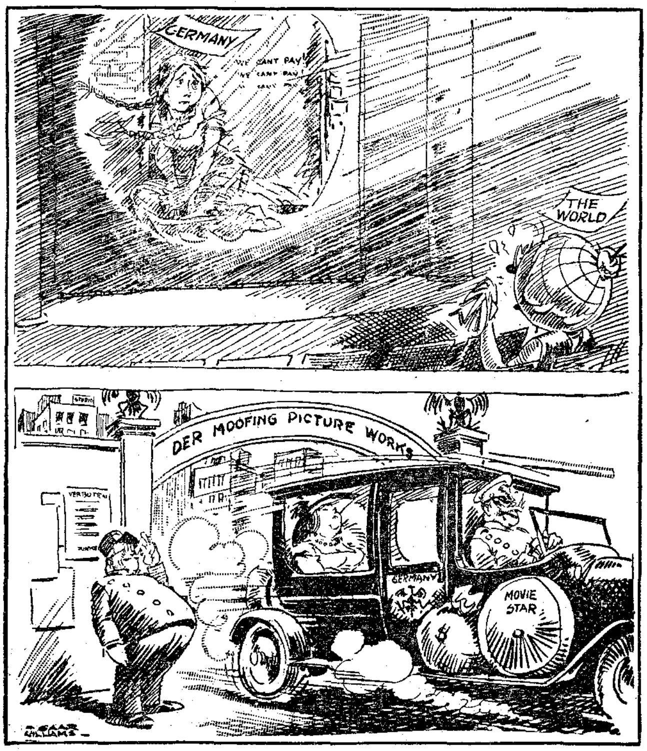
"France is in an exceedingly critical condition, and we must decide whether we are to turn a deaf ear to her appeal or make our aid to her contingent on a revision of the reparations plan in accordance with what we think Germany can pay.

"Not only is this something of a blow to our isolation policy, but any disposition on our part to insist on reduction of the German indemnity is likely to involve us in other complications. For instance, there is the $10,000,000,000 owed us by the Allies. If we press them for payment and at the same time insist that they mitigate their claims against Germany with which they expected to meet, at least in part, their obligations to us, they may, with a good deal of justice, charge us with demanding that they grant to Germany—our late enemy—concessions which we will not grant to them—our allies."

The indemnity as agreed upon by the Supreme Council of the Allies, the Kansas City *Star* estimates, "will average about

$1,300,000,000 a year"; but the United States is "paying nearly that much in interest on the expenses incurred in the war," and—

"France has an interest charge on its war-debt nearly double the amount of the annual German indemnity. The interest on the combined war-debt of the United Kingdom, France, Italy, and Belgium is more than four times the amount Germany is asked to pay each year. That does not take into the account the destruction to life and property."



YOU CAN'T TELL HOW POOR A GIRL IS BY THE PICTURE SHE TAKES.

—Williams in the Indianapolis *News*.

And in the Washington correspondence of the same Missouri paper we read:

"With the actuality of war passing to the background, it is easy to forget the tremendous loss and burden carried by France above every nation. The enormous increase of her debt load has been pointed out. But industrially she was hit as was no other country save Belgium. In the devastated region were 94 per cent. of her woolen manufactures; 905 of her flax-thread factories; 60 per cent. of her cotton-mills; the bulk of her ores; 319,269 homes were totally destroyed and 313,675 partly wrecked. More than 2,000,000 head of cattle were carried off.

"When the so-called liberals, well intentioned, suggest forgiving and forgetting a good share of what Germany should pay in the name of quicker return to normalcy and peace, and for better trade for the United States, obviously there rises the question as to what will be done about this condition in France. Germany did not suffer invasion. German factories are intact, and where raw materials can be had can and are operating successfully. France is beating back, but will need years to get her industrial districts back to par. Is France, the victor, to limp along in world trade while Germany, the aggressor and the defeated, shall capture markets from her, ask the French."

What is the position of France, which must pay what Germany evades? asks the Philadelphia *North American* and replies:

"Assuming that the two nations suffered equally in loss of life and in war-expenditures, here is a partial tabulation of damage wrought by the Germans in France, for which there is no offsetting damage in Germany:

Towns and villages destroyed or partly ruined	3,720
Houses entirely destroyed	319,269
Houses partially destroyed	313,675
Bridges, viaducts, etc., destroyed	4,785
Railways destroyed, miles	3,460
Canals destroyed, miles	997
Roads destroyed, miles	24,375
Arable land rendered useless, acres	7,200,000
Factories and manufacturing plants destroyed	11,500
Cattle carried off	2,000,000

"During the war the French internal national debt rose from $7,000,000,000 to $35,200,000,000. In 1914 France had no foreign debt; last year, at the prevailing exchange-rate, it was $18,000,000,000.

"If Germany should pay the entire sum demanded, including the export tax, France's share during the forty-two years would be $40,000,000,000, which would leave her to liquidate herself war-losses aggregating $60,000,000,000.

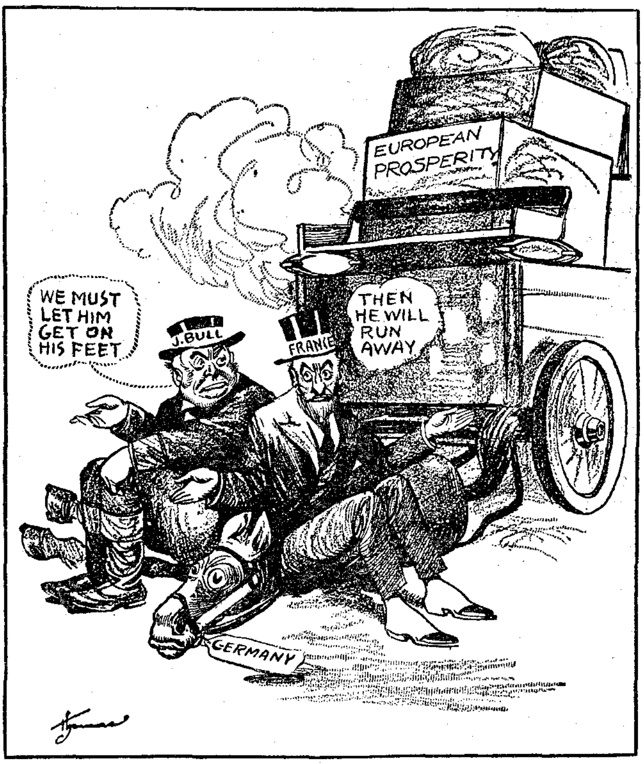
"These are some of the facts which must be taken into account in weighing the opinions of 'experts' who think the only questions at issue are Germany's 'ability' to pay part of her debt and the hardship she will suffer in doing it.

"No doubt it would be too much to expect that hard-headed business men and bankers and politicians should let considerations of sympathy and abstract justice influence their judgment upon the financial features of the peace settlement. Admittedly, too, it would be a bitter and arduous task for Germany to work out her colossal debt. But by what course of reasoning do they assume that Germany, which has 60,000,000 people and suffered no invasion, can not bear as much of the burden of reconstruction as France, with less than 40,000,000 inhabitants and an industrial region laid in ruins by German armies?

"It is incontestable that the devastation must be paid for by the two nations jointly; that the payments which Germany evades France must meet. What measure of justice or of common sense, then, is there in the contention that it will upset civilization to exact the utmost Germany can pay, while the world will be benefited if France is thrust into bankruptcy and economic enslavement?"

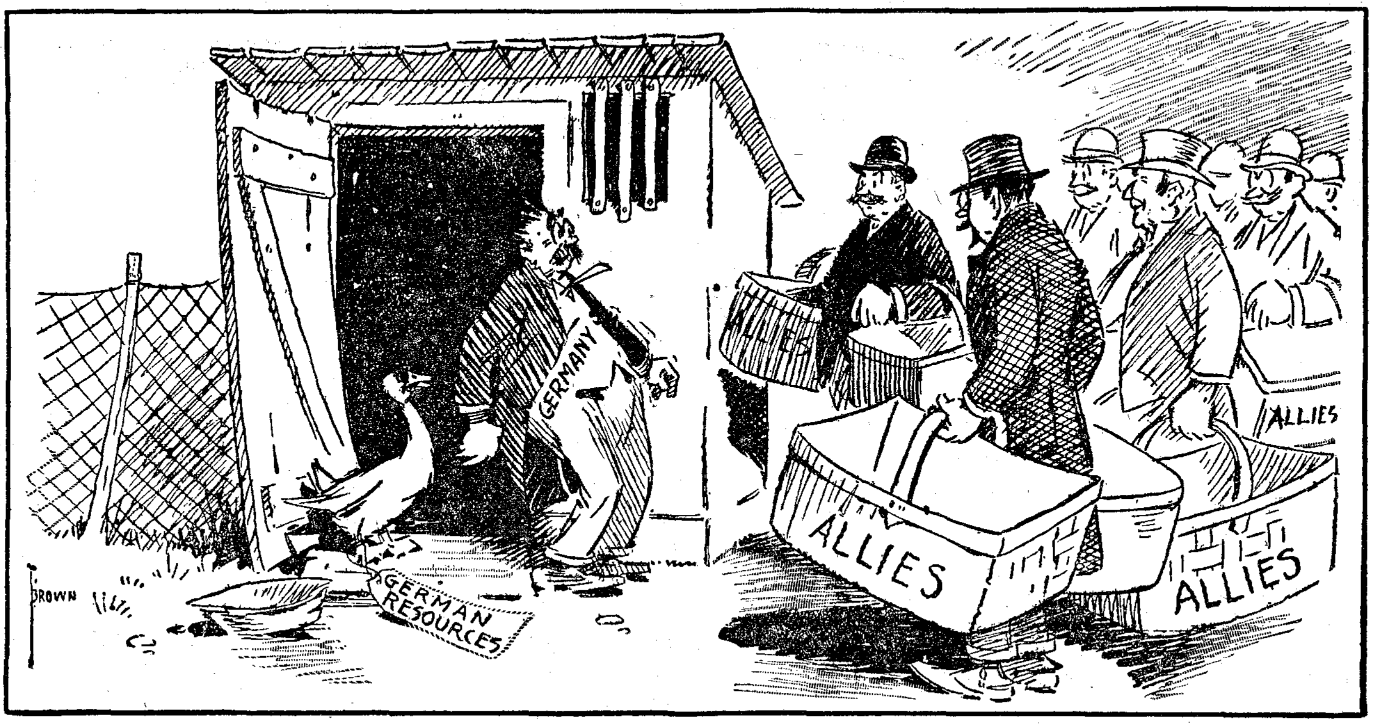
Germany, according to Berlin dispatches, believes that public opinion in the United States will influence the Allies to soften their reparations demands in the approaching London conference. But in the Washington *Star* we read:

"The first reaction of America to the announcement of the reparations total fixt at Paris—the tendency to doubt the ability of Germany to pay any such sum as the approximate $55,000,000,000 demanded—has been shifting steadily toward the opposite belief. It is pointed out that $55,000,000,000 in forty-two annuities is a very different matter from $55,000,000,000 flat. The matter of interest reduces the present value of the annuities to $21,000,000,000. The question has been asked as to why Germany should not cancel her own domestic war-debts, since the subscribers to her war-bonds were involved by their investment in the guilt of the war; and the fact pointed out that, should this be done, Germany's national debt, figuring the


EUROPEAN PROSPERITY
WE MUST LET HIM GET ON HIS FEET
THEN HE WILL RUN AWAY
J. BULL
FRANCE
GERMANY

THE DILEMMA.

—Thomas in the Detroit *News*.



WILL THERE BE ENOUGH EGGS TO GO ROUND? —Brown in the Chicago *Daily News.*

annuities at a present value of $21,000,000,000, would then be less than that of either France or England and but little more than that of the United States. And it has been explained that owing to the decreased purchasing value of gold, Germany's task of paying in materials in terms of gold will be so much the tighter.

"The opinion that Germany can pay all that is required of her is growing in America. The belief that she should pay all she can is, in the light of her unchastened attitude, already firmly established."

"How much of what Germany ought to pay can she be made to pay without destroying her?" asks the New York *Times*, which goes on to say:

"There are various ways of arriving at an approximate figure. One of them is to compare the burdens and resources of France with those of Germany. Nobody could object to the general thesis that it is just for Germany to carry as heavy a financial load, in consequence of the war, as France is compelled to shoulder. Glance, then, at the French public debt in 1913 and in 1920. Following the compilation of O. P. Austin, of the National City Bank, it was $6,346,000,000 seven years ago; to-day it is $46,025,000,000. This is exclusive of the recent public loan. It includes the $5,300,000,000 owed by France to England and the United States. Here, then, is clear proof that the war cost France fully $40,000,000,000. Yet Germany is crying out that it is impossible and wicked to require of her a war-indemnity of a present value of less than $20,000,000,000.

"Germany, to be sure, has a greatly increased public debt of her own. It is now reckoned at more than $50,000,000,000. But this is almost wholly an internal debt. And Germany agreed to that provision of the Treaty of Versailles which made the war-indemnity due from her 'a charge upon all her revenues prior to that for the service or discharge of any domestic loan.' The latter is her own affair, to be adjusted with her own citizens.

"Furthermore, it may be confidently argued that, even if Germany were to arrange for paying off her internal debt, her resources are ample to bear the additional burden of a war-indemnity of $20,000,000,000. From the Germany of to-day, pleading the poor debtor's act, we may appeal to the Germany of 1913, making a boast of her national wealth. In that year Karl Helfferich, afterward Minister of Finance, published a volume entitled '*Deutschlands Volks Wohlstand.*' It was an impressive survey of the enormous increase in German capital, industry, and general financial strength. His general conclusion was that Germany was equal in wealth to the 'most powerful of her competitors.' In particular was the proud comparison made by Germans with the resources of France. One of the latest official estimates made before the war placed the total wealth of Germany at a figure nearly twice that of France.

"Germany, of course, lost territory and resources as a result of the war. But making allowance for that, her ability to sustain a public debt must still be greater than that of France. Germany has no ruined factories to rebuild; no deliberately destroyed coal-mines to put in working order again; no working population seeking their old houses and finding nothing but débris. With peace fully restored and the indemnity fixt, it is hardly to be doubted that German commerce and industrial expansion will be resumed on a great scale. Of course, the nerve of German motive to labor must not be cut. The human element must be weighed as well as the financial. A Germany without hope would be a dead weight on the world. But with all notions of enslaving or perpetually improverishing Germany ruled out, it is preposterous to pretend that she can not pay in indemnity at least one-half as much as the war has cost France."

On the other hand, some of our papers are convinced that the Allies are demanding more than Germany can pay. "France wants Germany's blood, and it deserves Germany's blood, but it must get it by transfusion, not by murder," remarks the Louisville *Courier-Journal.* "Germany can never pay the 226,000,000,000 gold marks indemnity," exclaims the Seattle *Times;* and the New York *Evening World* characterizes the reparations program as "amazing and impossible." The Asheville *Citizen* notes that many American economists have exprest the same opinion; and in the Chicago *Tribune* we read:

"An indemnity of more than $53,000,000,000 plus a 12½ per cent. tax on all exports could meet with but one reception even from a defeated and broken nation. It means counter-proposals, more bickering, and more delay. The world has endured enough of such things.

"As long as the Allies demand the impossible or the impracticable thing from Germany, Europe will be in a state of economic turmoil; staggering toward bankruptcy and industrial and political chaos; threatening to wreck the United States with it. Our prosperity is entangled with that of England, France, and Germany. If Germany collapses France will collapse. If Germany and France collapse Great Britain will collapse. If all three collapse the United States can survive only by a miracle.

"Yet France, seeking revenge, seeking permanent safety from a traditional enemy, and seeking payment for the entire cost of the war, is allowed to prepare a burden for Germany which would start this European house of cards to its fall. England, Italy, and Japan approve. It should not be done. It imperils white civilization. Revenge must be sacrificed to expediency. Even so Germany will be punished. Destruction must be avoided. If the Allies can not take a sane view of the matter and fix an amount and method of indemnification which will allow of world-reconstruction the United States must act in self-defense."

THE NEW REPUBLIC OF POLAND

POLAND'S LONG TRAGEDY, the partition of its lands and peoples among its three powerful neighbors, was brought to an end by the Great War. With regard to regained and added territory, at least, the Poland of to-day has been even more fortunate than many of its best friends hoped. The terms which it was able to impose upon the vanquished Russians included territory on the eastern frontier beyond the ethnographical map of Poland as prepared by E. F. Benson, the British novelist, in his plea for Polish freedom and unity, issued under the title of "The White Eagle of Poland" (Doran) in the last year of the war. Poland now presents "an imposing appearance upon the map of Europe," comments the London *Sphere*, and, in fact, with its present expanded boundaries, the new republic takes rank with the great nations. Its area, approximately 150,000 square miles, is but little less than that of Germany and considerably greater than Italy's. None of the other new countries produced by the war compares with it either in size or population.

In the days of its greatest power, before the partition of 1772, Poland was almost twice as large as the present nation. During the latter part of the seventeenth century, as "The Statesman's Year-Book" for 1920 sketches the subsequent fall of the elective kingdom, "the country rapidly shrank" under outside pressure and inner demoralization. "Eventually," to quote this authority, "by the three partitions of 1772, 1793, and 1795, the Polish Commonwealth, as it was then called, was divided between Prussia, Russia, and Austria. Successive rebellions were crusht out with iron severity. In 1807 Napoleon formed a part of the Old Commonwealth into a semi-independent state under the title of the Duchy of Warsaw and endowed it with a very liberal constitution, but in 1815, at the Congress of Vienna, this was undone, and Poland was repartitioned among Prussia, Austria, and Russia, except the small district of Krakow, which was constituted an independent republic and remained such until 1835, when it was annexed by Austria, despite a guaranty of neutrality by Prussia, Austria, and Russia."

To-day the population of Poland, according to a statement by W. J. Kelly, head of the Polish Bureau of Information in New York City, is in the neighborhood of 30,000,000. Exact figures, of course, are not obtainable, and other estimates range from 28,000,000 to 35,000,000. "The Statesman's Year-Book" estimates the population, exclusive of a portion of the recently annexed Russian territory marked "4" on the accompanying map, at 30,072,181. The area, exclusive of the same territory, is given as 141,854 square miles. These figures may be slightly varied by the outcome of the several plebiscites soon to be held.

The old Duchy of Warsaw, otherwise called Congress Poland or the Duchy of Poland and marked "1" on the accompanying map, is the radiating center from which Polish arms and the favor of the Allies have extended the power of the new republic to its present large boundaries. The section marked "4" on the map, east of the line marked "Polish Civil Administration approved by Allies in 1919," has perhaps aroused the most unfavorable discussion. This territory, conquered from the Bolsheviki, includes the valuable Russian railway between Rovno and Vilna. In this region, says a dispatch from Washington to the New York *Times*, it is claimed that one-quarter of the population of 1,500,000 are Polish, one-quarter Jews, and the remaining half white Ruthenians. The Government at Washington, according to another Washington dispatch to the same paper, "will stedfastly refuse to recognize any annexation of Russian peoples without their consent." A Polish apologist, Joseph Freilich, Ph.D., in a pamphlet on the "Fundamental Conditions of the Economic Independence of Poland," issued by the Polish National Defense Committee of Chicago, defends this crossing of the ethnographical boundary by pleading for an "economic boundary" in its place. The "economic-boundary" theory, in general, seems to imply that territory should belong to the nation which does the most business in it.

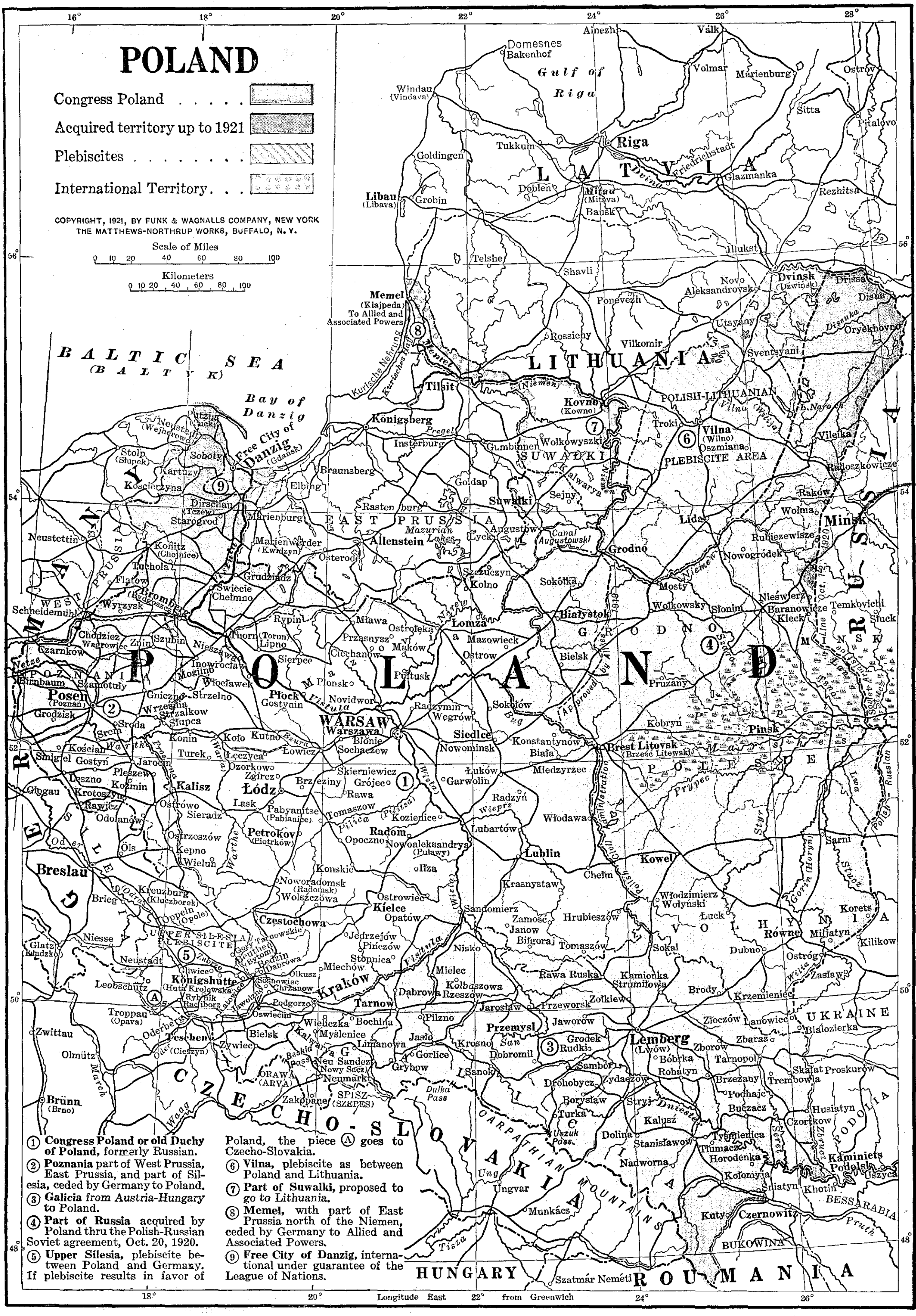
An even more unsettled condition exists in the territory marked "6," centering about Vilna, the old capital of Lithuania. The Polish Army, under General Zelgouski, which seized Vilna for Poland in some such unofficial way as d'Annunzio seized Fiume for Italy, refuses to evacuate, and the Lithuanians oppose the plebiscite by which the League of Nations proposes to settle the difficulty. According to a cablegram from the Lithuanian Foreign Office at Kovno to the representative of Lithuania at Washington:

> "The Lithuanian Government and people are distrustful of the efficacy of the League of Nations in securing impartial conditions for the plebiscite. They fear that the troops of Zelgouski, numbering 200,000 or more, now occupying the region around Vilna, may manage to participate in the plebiscite.
>
> "The Lithuanian Government also feels the serious disadvantage of its position as compared with that of Poland. Lithuania is not a member of the League of Nations, while Poland is. The Lithuanian Government is not even recognized by the United States, the American Government, through the State Department, having persisted in the view that Lithuania can not be taken away from Russia. The Lithuanian Government, therefore, fears that the choice placed before the voters in the plebiscite, particularly those who are neither Lithuanian nor Polish, but White Russians or Jews, will be, not 'Do you wish to be under the Lithuanian Government or that of Poland?' but 'Do you wish to be under the Polish Government or will you go back to Russia?'"

A somewhat similar case of disputed ownership occurs in Suwalki, just to the west. According to *Current History* (New York), for November, the district was allotted to Poland. President Bowman, of the National Geographic Society of New York, finds that, tho the territory went to Lithuania by an agreement between that country and the Bolshevik Government, Poland is still to be reckoned with. Mr. W. J. Kelly, of the Polish Bureau of Information in New York City, on the other hand, asserts that "the territory is definitely a part of Lithuania. Poland has neither jurisdiction nor claim beyond the dotted black line set by the Supreme Council in December, 1919. It is quite wrong to show the Polish boundaries extending to outskirts of the Lithuanian capital, Kovno, and would probably arouse the wrath of Lithuanian correspondents." The rightful ownership of the ancient Polish territory around Posen is not disputed except by particularly thoroughgoing pro-Germans, but the difficulties in the upper Silesia plebiscite territory are somewhat the same as those in the Vilna area, with perhaps more dangerous complications. The situation here was treated at length in THE DIGEST for February 12, page 18. The actual voting in the plebiscite will begin in March.

"Poland is the gateway to Central and Southern Russia," begins a brief description of the new Republic, accompanying an economic map of its territory recently issued by the Falls National Bank, of Niagara Falls, N. Y. During the past and present year various steamship lines have established service to Danzig, which is rapidly becoming "a great world seaport." Galicia produces about 5 per cent. of the total petroleum output of the world, according to this authority, and coal and iron ore which, together with petroleum, constitute the basis of national industrial prosperity, have been produced in recent years at the rate of approximately 63,000,000 tons of coal to 266,000 tons of iron.

The present President of the Republic, General Pilsudski, is considered rather more radical and democratic than the party headed by the ex-Premier Paderewski, the great pianist now in the United States in the interest of the League of Nations. Premier Witos, of the Peasant party, is working in conjunction with the Socialists to improve agricultural and industrial conditions.


POLAND
Congress Poland
Acquired territory up to 1921
Plebiscites
International Territory
Scale of Miles
0 10 20 40 60 80 100
Kilometers
0 10 20 40 60 80 100
BALTIC SEA
(BALTYK)
Bay of Danzig
Gulf of Riga
Free City of Danzig (Gdańsk)
Memel (Klajpeda) To Allied and Associated Powers
LATVIA
Riga
Libau (Libava)
Windau (Vindava)
Mitau (Mitava)
Dvinsk (Dzwinsk)
LITHUANIA
Kovno (Kowno)
Vilna (Wilno)
POLISH-LITHUANIAN PLEBISCITE AREA
SUWALKI
Suwalki
EAST PRUSSIA
Königsberg
Tilsit
Allenstein
Minsk
Grodno
Białystok
GRODNO
POLAND
WARSAW (Warszawa)
Łódź
Posen (Poznań)
Kalisz
Płock
Lublin
Kraków
Lemberg (Lwów)
Przemysl
Brest Litovsk (Brześć Litewski)
Pinsk
POLESIE
VOLHYNIA
Równe
Kowel
GERMANY
WEST PRUSIA
Breslau
UPPER SILESIA PLEBISCITE
CZECHO-SLOVAKIA
CARPATHIAN MOUNTAINS
HUNGARY
ROUMANIA
UKRAINE
PODOLIA
BESSARABIA
BUKOWINA
RUSSIA
Vistula
Niemen
Line of Oct. 12, 1920
Approved by Allies 1919
Civil Administration
Longitude East 22° from Greenwich
16° 18° 20° 22° 24° 26° 28°
56° 54° 52° 50° 48°

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THE MATTHEWS-NORTHRUP WORKS, BUFFALO, N. Y.

① **Congress Poland or old Duchy of Poland**, formerly Russian.

② **Poznania** part of West Prussia, East Prussia, and part of Silesia, ceded by Germany to Poland.

③ **Galicia** from Austria-Hungary to Poland.

④ **Part of Russia** acquired by Poland thru the Polish-Russian Soviet agreement, Oct. 20, 1920.

⑤ **Upper Silesia**, plebiscite between Poland and Germany. If plebiscite results in favor of Poland, the piece Ⓐ goes to Czecho-Slovakia.

⑥ **Vilna**, plebiscite as between Poland and Lithuania.

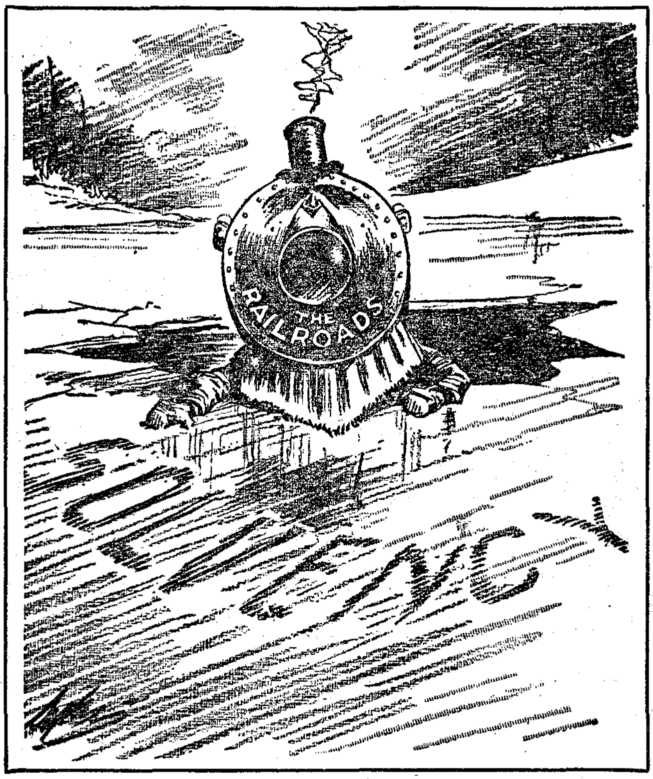
⑦ **Part of Suwalki**, proposed to go to Lithuania.

⑧ **Memel**, with part of East Prussia north of the Niemen, ceded by Germany to Allied and Associated Powers.

⑨ **Free City of Danzig**, international under guarantee of the League of Nations.

WHY THE RAILROADS ARE HARD UP

TIME WAS, when railroading was the great American adventure, when wealth awaited him who built paths of steel through desert and forest and mountain pass, and opened up new lands for civilization. But that romantic age of railroading has passed, all observers agree. Reaction against railroad misdeeds and fear of the growing railroad power brought public suspicion, State and Federal regulation, collapse of security values, bankruptcies, and then the Great War came with its experiment in government operation. After government control, the Esch-Cummings Law and rate-advances were thought to put the railroads on a firm footing, to insure them at least a good living tho they could not bring back romance. But recent events seem to indicate that the railroad problem is one that will not soon be solved. It is a simple truth, says the New York *Journal of Commerce*, "that the Transportation Act, thus far applied, has not resulted in settling the railroad question, nor have the advances in rates, granted by the Commission, really adjusted the revenue problem of the roads." The public, so dependent upon the smooth functioning of transportation, sees the railroads now closing repair-shops, cutting down pay-rolls, discontinuing trains, and trying to bring about general wage-reductions and the elimination of expensive war-time labor agreements. They see building held up and farm products made expensive by high freight-rates, people who once traveled a great deal stay home or journey forth in motor-cars, and there are many editorial suggestions that lower rates will be better for both the railroads and business in general. Railroad labor has less to say than the managers, but there are sharp assertions that it will not tolerate lower wages, and the railroad executives are openly charged with bad faith, inefficient management, and plotting to crush the unions. Some editors are hopeful of parallel reduction in both railroad wages and railroad-rates which will help to ease the business situation. Others can see nothing ahead but a prolonged railroad strike early this spring, which will bring hardship and indefinitely delay business recovery. "The roaring of the big guns" seems to the Chicago *Tribune* "to prelude another great engagement between the railroad executives and the union executives." The Chicago paper sees, as the only alternatives, "a transportation tie-up if the unions go to extremes, or railroad receivership, with a possible panic, if the railroads are not granted relief from their high-wage burden." And so, "just as our business skies are brightening, dark clouds blow up from a region we had hoped might be serene for a season."



"YOO-HOO-OO."

—Sykes in the Buffalo *Commercial*.

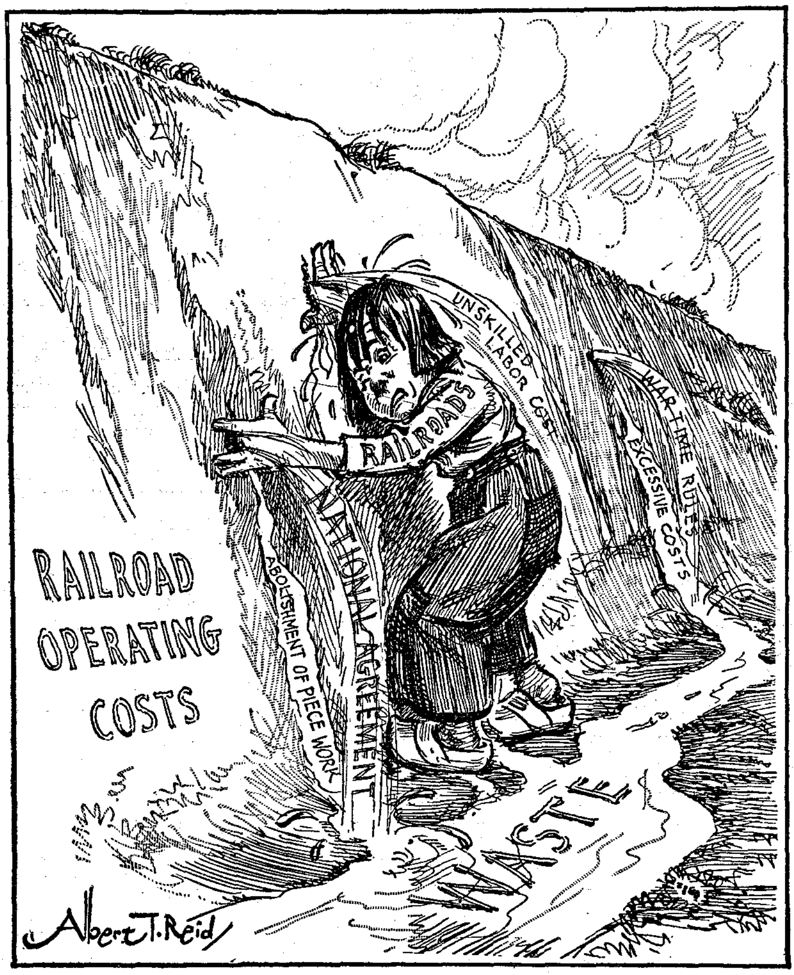
Everybody was happy, the New York *Tribune* remarks, when the roads went back to private ownership on September 1, under the new Railroad Act. But the rejoicing did not endure. In the first place:

> "The new rate structure, under which passenger-fares were advanced 20 per cent. and freight tariffs up to 40 per cent., did not yield the results that had been confidently looked for. For one thing, a number of State regulatory bodies refused to permit intrastate rates to be revised upward in accordance with the new interstate schedules.
>
> "Much more important than that, the new rates were, in some measure, inherently unsound, for they were in cases more than the traffic would bear. This was especially true of the passenger-rates. Travel began to fall off, and it has decreased progressively ever since. Similarly, freight traffic was lessened by the high rates—which is hardly surprizing when it is considered that transportation costs, of all things entering into the production of a unit of certain commodities, have advanced more than 100 per cent. since prewar days. . . . . . .
>
> "But, however large a part higher rates may have played in reducing traffic volume, there was a still more important factor—namely, business depression. The slump in the volume of business was quickly reflected in lighter shipments. A year ago the shortage of equipment was acute beyond precedent; now many thousands of freight-cars stand idle on side tracks or in yards.
>
> "Immediately the traffic slump began the railroads started to reduce working forces, discharging thousands of employees added to the pay-rolls during the period of government control. Millions of dollars were saved in that way. Moreover, the new prices for coal and other railway supplies helped greatly to cut down expenses.
>
> "These savings, however, large as they were, still did not suffice to balance the account—to permit the railroads to earn the 6 per cent. on their property value provided for in the new Transportation Act. Indeed one spokesman for the carriers General Atterbury, says that under present conditions many railroads are not earning operating expenses and others are not earning fixt charges, let alone a fair return on property value.
>
> "Under the Transportation Act the situation could be relieved—theoretically, that is—by advancing rates to still higher levels. Practically that is out of the question, for if rates are more than the traffic will bear they will tax it out of existence. It is more probable that rates in many cases will have to be lowered."

Such, briefly stated, was the position of the railroads when the question of changing the war-time labor arrangements was brought before the Railroad Labor Board at Chicago and the "battle of Chicago" began. Certain events preceding the Chicago hearings, as reported in the newspapers of the past two months, show the continuing character of the railroad "crisis." Early in January we heard from the Bureau of Railway Economics that the railroads earned only $150,000,000 last year, or $365,000,000 less than in 1919. This meant that the Government would have to pay over $600,000,000 for the six months period of guaranteed returns ending September 1, 1920. Since a final accounting has yet to be made and the railroads' need for funds is immediate, a bill has been passed by the House of Representatives to legalize partial payments on this account. If the bill goes through, railroad officials expect to receive about $350,000,000. About the same time representatives of the railroad workers asserted that the roads were closing their own repair-shops and giving out repair-work to private concerns in which railroad capitalists and bankers were heavily interested. They charged that the managements were losing money by doing this, but hoped to charge the bill to the public either through the government guaranties or by maintaining high rates, and they added that one purpose of the policy was to disrupt the railroad unions. A few days later railroad officials replied that the sending out of repair-work was due partly to the abnormal amount of work to be done, partly to the fact that some of it could be done more economically in locomotive factories, and partly because working agreements made it impractical to do the work in railroad-shops. The railroads continued their economy policy during January by laying off workers or shortening the work week. Some roads began to cut down train service.

As a result of a meeting of railroad executives, W. W. Atterbury, of the Pennsylvania, appeared before the United States Railroad Labor Board at Chicago and asked for the abrogation of the uniform-wage agreements which, in the words of the Chicago *Tribune*, "were clamped on the roads just before they were turned back to private ownership." He argued that these rules are so restrictive that they prevent reasonably economical operation. The railway executives assert that government control increased the number of employees by 261,000, that from 1917–1920 there were 100,000 additional employees in the shop crafts alone. Between 1917 and 1920 the work done by clerks and unskilled labor had become 112 per cent. more expensive and that done by machinists was costing 180 per cent. more. In an editorial entitled "Why Railway Expenses Are So Enormous," *The Railway Age* presents an enormous mass of figures and makes the conclusion that:

> "The national agreements, by forcing the railways to pay out many millions of dollars for work which is not done, by preventing them from establishing piecework in their shops, and by interposing other formidable obstacles in the way of increasing efficiency, are among the things which thus far have rendered it impossible for the managements to effect the large economies which they ought to effect, not only in their own interest, but in the interest of the public which pays the passenger- and freight-rates."



TRYING TO SAVE THE DIKE.

—Reid in the New York *Evening Mail.*

This emphasis on high labor costs, due largely to the uniform working rules, impresses the New York *Times* and *Herald*, Boston *Herald*, and many other dailies. Some editors, however, prefer to dwell on what they consider the unfortunate effect of the rate advances. Higher rates, says *Wallaces' Farmer* (Des Moines), "have killed a lot of freight traffic." "Many rates will have to be lowered"; "relief must come through economies in operation, perhaps reductions in wages, and saving all along the line."

Opinions differ also as to the seriousness of the railroad's financial plight. A canvass made by the Association of Railway Executives is said to show that thirty-six railroads failed to earn even operating expenses for January. Twenty-eight additional roads, while earning their operating expenses, estimated that they did not earn taxes and fixt charges. Yet these sixty-four companies—representing about 40 per cent. of the railroad mileage of the country—"have in the aggregate decreased their labor cost of operation by laying off 200,000 employees since September 1." The condition thus revealed, observes the New York *Journal of Commerce*, "is probably temporary. Business is now in a deprest condition, with many plants running from only 30 to 40 per cent. of capacity." But, it continues, the trouble is that for a long time past the railroads have been "living from hand to mouth," and in but few cases have any reserve resources or surpluses upon which they can rely during the period of depression. Other papers are somewhat skeptical. "It is nonsense," says the New York *World*, "to suppose that the roads are all going to smash." Without doubt, remarks the New York *Globe*—

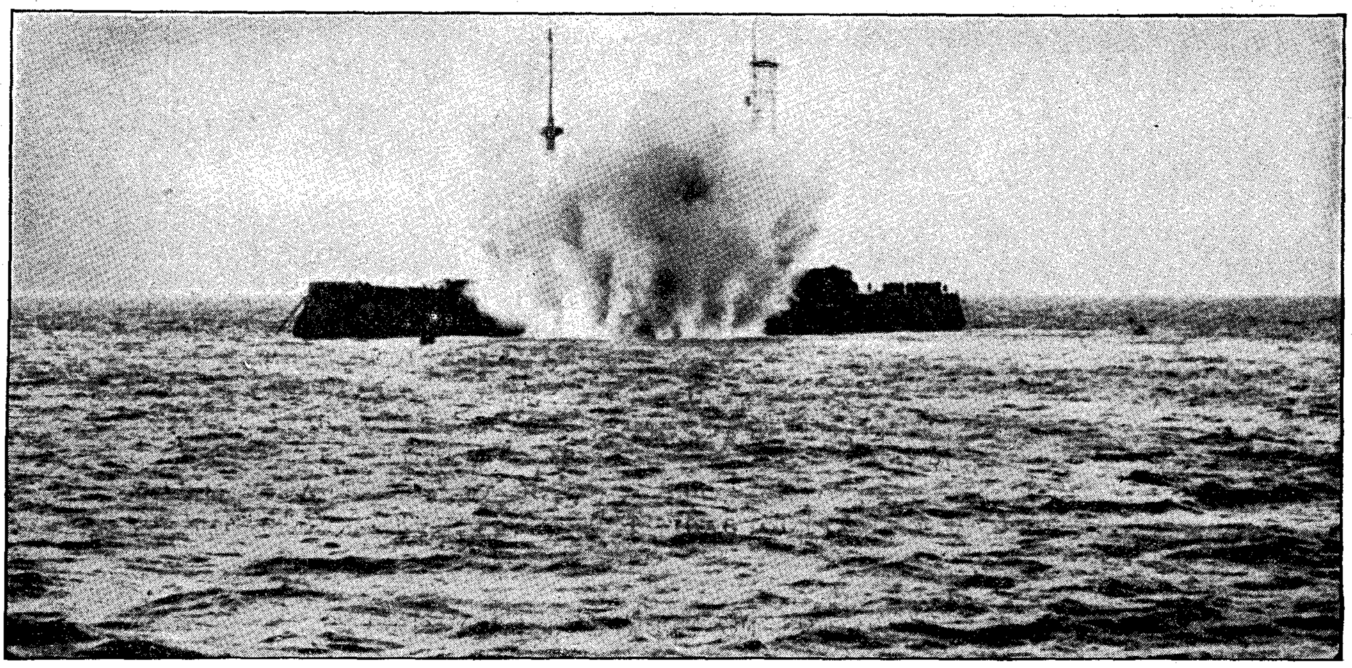
> "A number of small railroads are having their own troubles this winter, what with the decline in business and the less precipitous decline in costs, yet to smash the elaborate structure of rights built up by the railway employees during the war would be a sweeping and drastic remedy for a temporary and partial condition. The wages of railway workers never climbed high enough, at their best, to catch up with the war-time cost of living."

It is not surprizing to find the representatives of railroad labor making similar assertions. In one statement to the press we are told that "a few months in the reconstruction period after the world-war is not typical of conditions, and no change in railway employees' compensation should be considered until after a fair trial of at least one year."

Labor-leaders deny that the roads in general are on the verge of bankruptcy. They argue that present railroad management is wasteful and inefficient.

The claim is made that the transportation system of the country is being selfishly controlled by Wall Street; that inefficiency is encouraged, and that an elaborate attempt is being made to discredit organized labor. The preservation of existing labor standards is considered highly important. The head of one of the railroad unions affected is quoted as saying that "it will be very difficult to avoid a general strike if the managers gain their demands."

"The men in railroad work are not going to accept reductions in wages now," says another, "they have to pay just as much as they ever did for what they get." "The men will not work for less money," asserts a third union official, and the Washington correspondent of the Philadelphia *North American* hears that any reduction in wages will mark the beginning of a series of outlaw strikes. As yet labor-leaders and labor editors are saying comparatively little.



Navy Official Photograph from Kadel & Herbert, N. Y.

WHAT AN AERIAL BOMB WOULD DO TO A BATTLE-SHIP.

In a recent series of tests on the old United States battle-ship *Indiana* bombing planes at a height of 4,000 feet made 10 per cent. of direct hits and 40 per cent. of hits within a distance of 60 feet from the ship. The percentage of direct hits was more than three times as great as that made by the guns of Admiral Sampson's fleet in the battle of Santiago. The picture shows a bomb, of the new type dropt by American planes, exploding amidship of the *Indiana*.

AIRPLANE VS. BATTLE-SHIP

SECRETARY DANIELS, like Ajax defying the lightning, says he is willing to take the bridge of an obsolete war-vessel while Brigadier-General Mitchell, Assistant Chief of the Air Service, drops bombs from an airplane to the deck, thus revealing his confidence in the invulnerability of the battle-ship against the bombing- or torpedo-plane. The Secretary declares that he would take this extreme course to settle the sharpest controversy in the history of the American Army and Navy—the conflict now raging over the relative superiority of battle-ships and aircraft. England for months past has been stirred by the same battle of words, with the result that "the program for the construction of large fighting-vessels has been set aside until a complete survey can be made," reports the New York *Herald*. Since this decision the captured German super-dreadnought *Baden* has been sunk by bombs dropt by British naval airmen. On this side of the water the fight even has come up in Congress; the Navy, say Washington correspondents, is divided into a "new" and an "old" school; the battle of Jutland is being fought all over again, and the culminating act is Secretary Daniels's challenge to General Mitchell.

Folks who pay taxes, however, evince more interest in the amount of money required to complete the naval building program of 1916, which, says *The Herald*, is "nearly half a billion dollars." This program, we are told, called for 156 ships, many of which, including seventeen battle-ships and battle-cruisers, still remain to be built. General Mitchell declares that the development in aircraft since the war "spells the doom of the present-day dreadnought"; that the modern battle-ship "is as helpless as the armored knight was against firearms." Therefore, why build them? Furthermore, asserts this experienced aviator, "with our present aviation facilities properly developed, we can sink any enemy vessel, armored or unarmored, that comes within 200 miles of our coast." It was this statement that led Secretary Daniels facetiously to confer the title of "Admiral" upon General Mitchell, and offer to stand on the bridge of a ship while the flier dropt bombs to his heart's content. The cognomen, however, is misplaced, satirically remarks the Detroit *Free Press*, because "General Mitchell is perhaps no more a naval expert than Secretary Daniels."

"The trouble with enthusiasts," as the conservative Memphis *Commercial Appeal* views them, "is that they are liable to overstate the ability of the airplane," and the Baltimore *Sun* reminds us that while General Mitchell "is doubtless sincere in his opinion, after all it is only an opinion." The Washington *Post* also defends the battle-ship as against the torpedo-carrying airplane:

> "Battle-ships are not obsolete nor obsolescent. There is no evidence whatever to show that capital ships will not be more useful than ever in the next war. Capital ships kept the German high-seas fleet off the oceans, and thus contributed most powerfully to the defeat of Germany. It is said that aircraft have made it impossible for fleets to survive, but there is no instance on record of any surface war-ship having been sunk [in battle] by an air-ship."

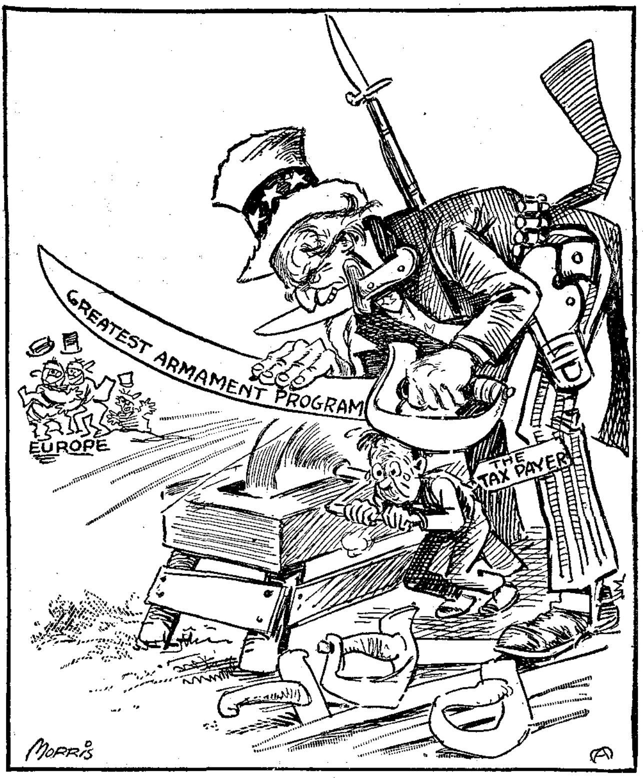
The Naval General Board, while admitting that "aircraft may successfully be employed in war against aircraft," believes that "the battle-ship must remain the principal unit." Says the Board in a report to the Secretary of the Navy:

> "Concentration of power in attack is the fundamental basis of all warlike operations, ashore and afloat.
>
> "Types change as advance is made in the mechanical arts and sciences and in invention; but the general principle of concentration of power in ships that can take and keep the sea at all times and in all weathers, that can deliver and receive the heaviest blows and that can overcome the strongest ships that may be brought against them will continue as long as navies exist.
>
> "It will be found, on analysis, that the arguments against the expensive capital ship are based upon the old fallacy that war can be cheaply won by hitting, dodging, and running. This belief is usually advanced by the weaker opponent, who endeavors to substitute surprize, ruse, and stratagem for powerful knockout blows.
>
> "The General Board, having kept in touch with naval progress along all lines, reiterates its belief in the battle-ships as forming the principal units of the fleet. Without them the United States can not hope to cope with existing navies."

This report draws a broadside from several papers, including the New York *World.* "One rule always holds good with the General Naval Board," asserts this paper; "it never finds reasons for spending less money on armaments and lessening the taxpayers' burdens. As a special pleader for a bigger navy in any and all circumstances, the Board is never at a loss." Continues *The World:*

> "There is nothing back of the General Board's recommendations except the hunger of the General Board for more battle-ships at a time when the value of battle-ships is more or less problematical. The American people are to stagger under this load of taxation not because of any question of national defense, but to gratify the vanity of the big-navy advocates."

"Josephus is all riled up again, . . . and threatens to write to Secretary Baker about General Mitchell," notes the Detroit *Free Press.* Nevertheless, thinks the Kansas City *Star,* "the controversy is one that should be allowed full play, for it is out of such views that war's weapons are developed." Many editors agree that the airplane does not need any argument to justify its existence, and should not have to make out a case against the battle-ship in order to secure recognition. General Mitchell's main contention, points out the Boston *Herald,* is that "a thousand airplanes could be built for the cost of a single dreadnought, and with 3,000 airplanes we could construct an adequate air force for the protection of the whole country." Thus he appeals to the taxpayer as much as to the military expert. Since the Naval Board itself has admitted that "maintenance of a large fleet of ships is a financial burden of first importance to any nation, however rich," and as several naval experts in this country and England back up the statements of General Mitchell about battle-ships becoming obsolete, the Milwaukee *Sentinel* believes that "it might be good business policy to cut one big battle-ship off the program and spend the amount thus saved on aerial equipment." The Kansas City *Star* would even spend "the price of two or three battle-ships on developing aircraft."

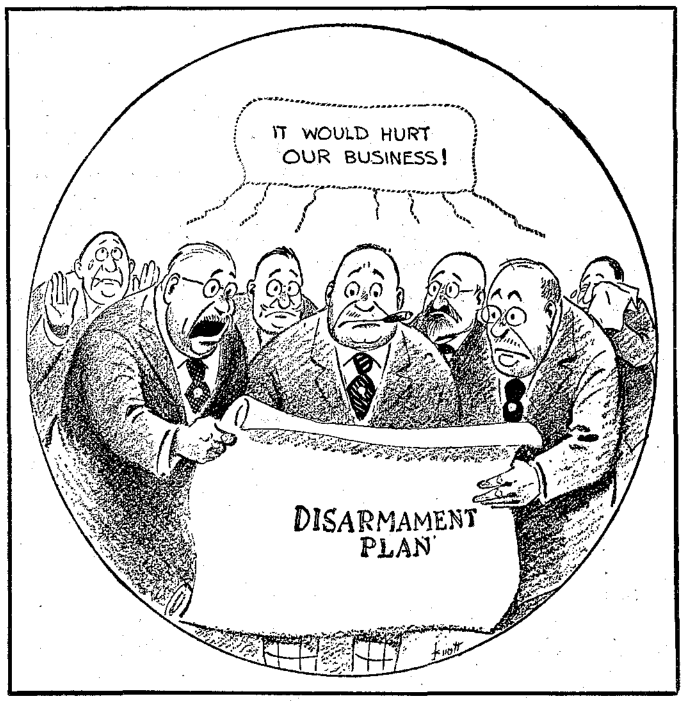


THE MOST PEACEFUL NATION IN THE WORLD.

—Morris for the George Matthew Adams Service.

Already steps have been taken in the Senate and House to supply the Navy with high-speed airplane-carriers, say dispatches, for with these, it is contended, a "mother-ship" can accompany a fleet and its airplanes can keep it informed at all times of the movements of the enemy, and even destroy hostile ships and scout planes. But it has been an up-hill fight, says the New York *Tribune.* Continues this paper:

> "The history of the struggle for the creation of this bureau is interesting. The original recommendation was presented to Secretary Daniels in 1913 by Admiral Fiske, with all the facts and arguments necessary to demonstrate the importance of aviation in a modern navy. But Mr. Daniels opposed the project, cut the appropriations from $13,000,000 to $2,000,000 in 1915, and sent us into the world-war with no aviation service worthy of the name. It has required eight long years to bring the Secretary of the Navy to his senses."


IT WOULD HURT OUR BUSINESS!
DISARMAMENT PLAN
Knott

THE ARMAMENT MANUFACTURERS.

—Knott in the Dallas *News.*

Air forces, it is held by Air Service officers, move five or six times as fast as the fastest ships of the Navy, and from an altitude of 15,000 feet an aerial observer has a "radius of view" of about fifty miles; that is, a circle with a diameter of a hundred miles. Therefore, they contend, the future control of the sea depends upon the control of the air, inasmuch as Admiral Fiske's torpedo-plane, according to the New York *Tribune,* "has been greatly improved and its deadliness against battle-ships demonstrated." If a blockade should be decided upon, "two or three airplane-carriers can do more effective work than a fleet of battle-cruisers," declares the Louisville *Post.* "It is also well to bear in mind," notes the Indianapolis *News,* "that if the airplane is dangerous to the battle-ship to-day, it will be vastly more dangerous even a year from now; the battle-ships we launch to-day will not develop or improve, while we have hardly begun to improve airplane construction." The clinching argument for the "new" school, however, is furnished by the editor of *The Aeroplane* (London), who tells how the (theoretical) destruction of six ships of the British Fleet was accomplished by eight airplanes, each carrying a torpedo. Says this editor:

> "The airplanes came over from Gosport, near Portsmouth, preceded by two bombers which flew at about 10,000 feet, where, of course, the sailorman had neither heard nor seen them. Instead of dropping bombs, the bombers dropt a string of smoke bombs about a mile to the windward of the fleet. Before the smoke cleared away and before the fleet had a chance to use a gun the torpedo machines came through the smoke down wind at about 130 miles an hour, so low down and so fast that no naval gun would have had a chance of hitting any of them. It is practically certain that, given an adequate force of torpedo aircraft, no hostile fleet could come within 100 miles of any coast so defended."

THE PLEA FOR CANCELING WAR-DEBTS

MUTUAL CANCELATION OF DEBTS among all nations is one panacea recommended for the cure of the world's economic ills, but Uncle Sam, who would have to pay $10,000,000,000 for his share of the medicine, seems just now to be disinclined to swallow it. Turning from metaphor to the "brass tacks" of the debt situation, the Chancellor of the British Exchequer, J. Austen Chamberlain, said in a recent speech at Birmingham that formal proposals for cancelation of all inter-Allied debts had been made to the United States Government, and had been rejected. Congressional query elicited from Secretary of the Treasury Houston that "one Allied Government" had asked for cancelation of its debt, and, on the inference that he declined to listen to the proposal, his course generally seems to meet with editorial approval. However, the American press are not without sympathy for Europe under her tremendous burden, and there are some who would favor cancelation.

First mentioned in Paris, where it fell on deaf American ears, the subject of debt-cancelation was later discust by John Maynard Keynes in "The Economic Consequences of the Peace," and has since been favorably talked of by William Jennings Bryan, a few American bankers and economic experts, and by the Home Market Club. These latter hold that, as Europe is without gold enough to pay, she would have to remit in kind, which would end in flooding American markets to the impairment of our own industries. Those who sympathize on moral grounds point out that the United States was a constructive partner of the Allies since 1914, and that mutual cancelation would be an equitable means of sharing the general cost of victory. France and Britain, it is conceded, laid out huge expenditures before America entered the war, and have incurred a tremendous indebtedness which the slow German indemnities can help only partly to repay. On the other hand, while there is no disposition for the United States to act as the *Shylock* among the nations, there is some complaint that cancelation would finance the imperialism of France and sundry adventures of Great Britain, to the detriment of this country. The United States would certainly be foolish, says the Baltimore *Sun*, "to turn over $10,000,000,000 to European governments to be squandered in projects damaging to this country, to the world in general, and to the specific country which would get the money. If Europe is to continue its mad expenditures for armament, for instance, there is no moral obligation upon this country to supply them with funds for this purpose." In the meantime later news from England brings the information that while Great Britain would welcome an all-around cancelation of war-debts, even including the German indemnity, she is not proposing such cancelation herself, and is making full budget plans to meet her own transatlantic maturities, whether or not the maturities due her—from enemy as well as Allied sources—shall materialize.

However, it seems likely that effort will be made to ease the method of payment, and Lord Chalmers, permanent Secretary of the British Treasury, is reported to have been intrusted with a mission to this country to obtain postponement of payment of the British debt of $4,000,000,000 until 1936 and 1947. To this extent it is thought probable that the British Government may be relieved, and that Great Britain, in turn, will be able to relieve her creditors. "Our Treasury drove a rather hard bargain," thinks the New York *Tribune*, for, "unwilling to make unsupported advances to some nations, it asked Great Britain to indorse them—used her as a guaranteeing clearing-house." But—

> "The judgment on this side of the water at present is that we should not be asked to cancel, or that it is too early to press the proposal. Taxes are high. Our investment in the world-war was 300,000 casualties and something like $15,000,000,000 in direct expenditures, and to many it seems, all things considered, we did our share.
>
> "But Americans commonly admit that France did more than we did, and so did Great Britain, and so, relatively, did Italy, Belgium, Serbia, and other lesser nations. On the broad equities, if the cause was a joint one, we are in debt to Europe. In time the American people may see this, but it is unwise to seek to hurry them."

If now any one would introduce a joint resolution or bill in Congress to strike off this gigantic debt, comments the Newark *News*, "he would be a marvel of temerity." Nevertheless, in the opinion of this paper, we could undoubtedly wipe it out. For—

> "If it developed upon national introspection that it was near enough to our heart or ultimate commercial interest for us to make the greatest debt remission of all history, it would be accomplished with no sacrifice at all, on the assumption that the carrying of these obligations as assets is only keeping bad debts alive. Granted the debts are good, and that ultimately principal can be collected where now even interest on the debt has to be refunded, still by direct taxation over a considerable term of years amounting to less than one-tenth of our national budget we could raise the money to amortize that part of our Liberty loans that represents Europe's debt to us."

But, objects the Democratic Louisville *Courier-Journal* with a glance at the new Republican Administration, "the proposition simply means that those who favor it are willing to give away $10,000,000,000 already contributed to the Government by the people of the United States in order to make it feasible to gouge them of other billions by means of extortionate prices under a competition-barring tariff." Furthermore, it means that "the people of the United States who furnished the $10,000,000,000 that went into these European loans shall be further taxed to pay the interest and principal of the bonds by which the money was raised." And there are few of us, says the Portland *Evening Express*, "who really feel able to raise so much money again for what would be eleemosynary purposes, where, with a little time and effort, the nations of Europe can raise the money themselves." Objection is also made to the view that, as America shared in all the profits, no actual debt exists. In reply, argues the Wheeling *Intelligencer:*

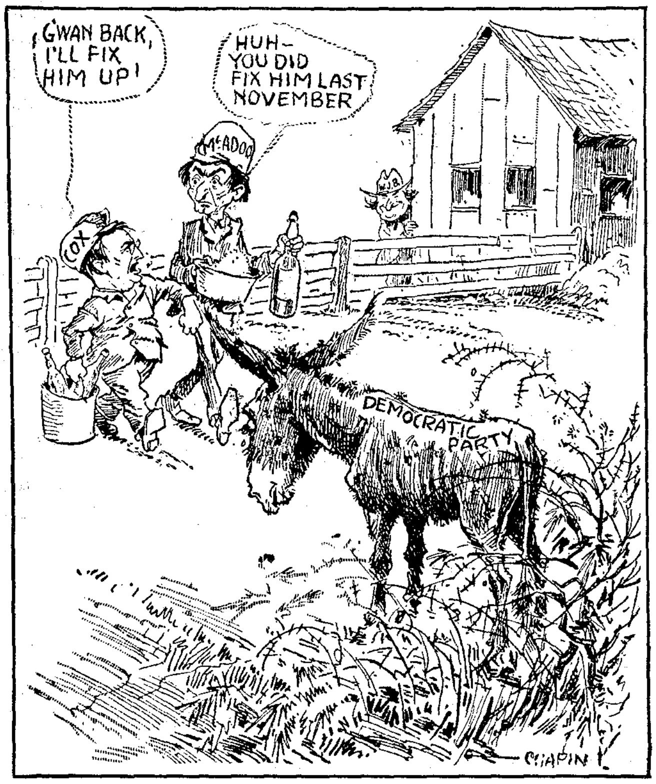
> "It might be said that the United States did her share of winning the war besides loaning this money, and that without the aid of our forces the Allies would probably have lost the conflict. The argument is by no means one-sided. One suggestion made in Paris is that the war-debts be paid at the same rate of exchange at which they were contracted. America should be fair in this matter, but it is not yet apparent that we should waive our claims entirely."

But, asks Charles Altschul, author and banking expert, in the New York *Times*, "does it really seem as if we, the richest and most powerful nation of all, had done all that might be expected in view of the common danger?" He holds that there are both sound ethical and economic reasons why we should wipe the slate clean, and reminds us that—

> "Had we entered the war sooner—and it is surely no longer difficult to plead that we should have done so—our assistance would unquestionably have brought it to an earlier close, and the financial burdens would then have been quite differently distributed. We should have had more on our shoulders: our associates correspondingly less. Are they to be penalized for this? Are we not willing to waive our claim against those who suffered most because they were nearest at hand, and who defended us in defending themselves? We can not give them back their dead, who fell for us too, but we can at least brighten their future by relieving them of responsibilities which will weigh on them for generations.
>
> "From an economic point of view, it will be much the best, in the long run, if we wipe these advances entirely off our books; from an ethical point of view, it will not be an act of generosity, but the expression of a just realization that there are certain obligations which should not and will not be forgotten."

THE FIGHT FOR DEMOCRATIC CONTROL

A WIDE-OPEN SPLIT in the Democratic party is an imminent possibility, and a pitched battle for control of the national organization a certainty, say Washington correspondents of both Democratic and Republican newspapers. A movement for reorganization, supported by William J. Bryan and William G. McAdoo, is reported by the New York *Times's* (Ind. Dem.) Washington correspondent, and it is an open secret, say many editors of both complexions, that ex-Governor Cox "wishes to retain his leadership" in the Democratic party. *The Weekly Review* (New York), however, declares that "while Mr. Cox happened to be the Democratic party's candidate, he was not in any sense its leader." And, continues this paper, "if he should now be continued as its head, it will be solely on the principle that possession is nine points of the law." Forty-nine committeemen opposed to ex-Governor Cox also remind Chairman George White that he announced soon after November 2 that he would retire as chairman. According to the independent Washington *Star*, however, friends of ex-Governor Cox contend that it was not Cox that was beaten last November, but Wilson, and say that Cox should be given another chance. "The defeat of November . . . was the result of conditions which may never again be presented," is the optimistic view of *The Star*. As to the charge that Bryan is supporting the plan to dethrone Cox and reorganize the National Committee, the New York *World* (Ind. Dem.) is authority for the statement that "Mr. Bryan has made no tenders to gather up the dissatisfied elements of the Democratic party (termed Progressives) and join them with the McAdoo forces." Besides, points out the Washington correspondent of the New York *Evening Mail* (Ind.), "there are the State bosses, who made Cox their candidate, soon tired of him, yet have a long, lasting quarrel with McAdoo." If this feud is patched up, predicts this political writer, "the State bosses will turn to McAdoo, and Cox's power will be over," as "the McAdoo faction has ample resources to pay the Democratic campaign debt."


GWAN BACK, I'LL FIX HIM UP!
HUH— YOU DID FIX HIM LAST NOVEMBER
McADOO
COX
DEMOCRATIC PARTY
CHAPIN

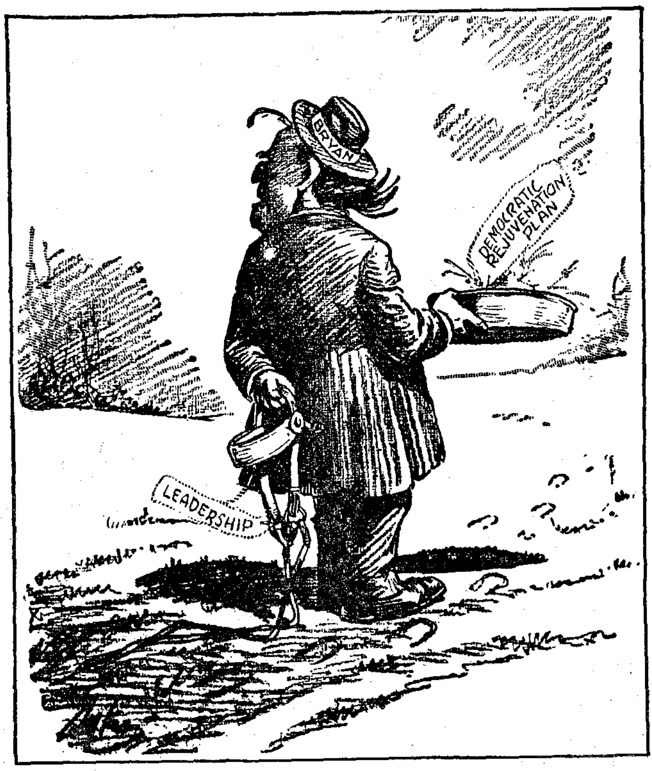
THE RIVAL VETERINARIANS.

—Chapin in the St. Louis *Star*.

"Hope springs eternal in the potential Presidential candidate's breast," quotes the New York *Tribune* (Ind. Rep.), and the Newark *Evening News* (Ind.) sums up the present situation as follows:

"On the day after the November election the Democratic ship, after the worst buffeting of its history, lay on a sand-bar, masts gone, side stove in, occupying a perilous position, its egg-shell hulk scarcely worth any efforts at salvage. At least that is the picture that it presented to the country at large in the first flush of an unprecedented Republican victory, and the most ardent partizan surveyed the wreck perforce with gloomy eyes. Foreboding had been more than justified.

"But to-day, less than three months from the event, and actually before the advent of the Harding Administration, that same ship, as envisaged by the Democratic leaders, is riding at anchor in a snug harbor, and the question no longer is one of salvage, but of who shall stride the bridge and give the commands. This struggle for control of the organization between the Cox and McAdoo forces, with State bosses itching to take a hand and always Mr. Bryan looming in the offing, is understandable only upon the basis of hope revived."



"WELL, WELL, WHERE ARE YOU?"

—Sykes in the Buffalo *Commercial*.

And its Democratic neighbor, the New York *Times*, in similar vein, has this to say:

"The Democratic party might well wonder why, if it is not dead, offers are made to administer its estate. Mr. McAdoo not long ago indicated his willingness to take charge of the property. That good old family lawyer, Mr. Bryan, who conveniently has an undertaker's business annexed to his practise, has naturally proposed himself as the ideal administrator. And now Governor Cox has turned up in Washington to serve notice, as it were, that the goods and chattels of the party can not be disposed of without consulting him."

Administering the estate of a party not officially declared deceased meets the disapproval of still other editors. "This is no time for reorganization," asserts the Norfolk *Virginian-Pilot* (Ind. Dem.); "much can happen in the next three years, and the party should not be mortgaged to any individual or clique." "Beware of entanglements," cautions this paper, and we read on:

"Reorganization that aims at reconciling disgruntled elements within the party and at reconciling the party with changing conditions is the kind that is needed. Take care of the party and future leadership will take care of itself. This should be borne in mind by those who are reported to be proceeding on the assumption that reorganization offers an opportunity to begin jockeying for position in the next Presidential contest. There is no dearth of worthy leaders who can safely guide it through the intervening period. To make it a one-man organization at this time would be to doom it to defeat at the next election:

"The Democratic party is the foe of autocracy, be it within or without. Its hope of future victory depends on its ability to establish a leadership in which all its representative champions can share. It is not bound to any one. While Mr. Wilson is, and always will be, entitled to a high place at its council-table, and while ex-Governor Cox has won the right to expect high consideration at the hands of the party, and while McAdoo and other aspirants to leadership have shown themselves worthy to share in party direction, the claims of none are exclusive of any."

In other words, remarks the Washington *Star*, "the field is quite open to all—and there are signs that there will be several entrants; ex-Governor Cox may not be a factor in the race." "Certainly the Democrats will not have to resort to the selective draft to fill their high command," facetiously notes the Manchester *Union* (Ind. Rep.). At any rate, retorts the Brooklyn *Citizen* (Dem.), "the Democrats are no longer seriously distracted by internal dissensions," and the Pittsburgh *Post* (Dem.) even disbelieves that there is "a fight on for the control of the organization." "Instead," says this paper, "there is a spirit of harmony which shows that the question of leadership will be allowed to settle itself in keeping with the best interests of the party in its stand for great principles."

That the Republicans will make mistakes in the next four years is freely predicted by Democratic newspapers, including the New York *Times*. And that the Democratic party will take advantage of any mistakes—tariff or otherwise—that may be made by their opponents is also understood. "But," warns the Milwaukee *Journal* (Ind.), while it is the business of a party to point out the weaknesses of opponents—

"If the Democrats want to take real advantage of Republican mistakes, they must do more than condemn; they must show that they have policies and measures of their own that are better. They must go further than finding fault with Republican leadership and show sounder leadership. Keen criticism is the weapon of a party out of power, but to criticize everything is not keen; it is stupid."

Attorney-General Palmer also is thought by the Duluth *News-Tribune* (Rep.) to have a chance of becoming the leader of the Democratic party. As this paper sees the future—

"Cox and Bryan are, of course, practically impossible of consideration ever again as aspirants for the Presidency. McAdoo looks more potential for 1924 than Palmer. Cox and Bryan desire to be in a position to compel attention in their direction three years hence. Unless Cox gets careless, he ought to be able to be the dominant figure in his State. Bryan has friends all over the country. He can get a hearing in Democratic councils if he has only his own vote to deliver from his State. McAdoo will have to have an *entente cordiale* with Tammany Hall to get the attention from his party that he desires, and to which he would ordinarily be entitled. Palmer is very likely to keep his State under his thumb.

"Bryan is a wise owl, and McAdoo played in better luck than he realized when he was defeated at San Francisco. Just now it is Bryan, Cox, McAdoo, and Palmer who must be reckoned as the Big Four of their party."

TOPICS IN BRIEF

THE Democratic party needs followers worse than leaders.—*Toledo Blade.*

GERMANY must remember that it was Bismarck who set the fashion in indemnities.—*St. Paul Pioneer Press.*

No objections to Mr. Bryan leading the Democratic party will come from the Republicans.—*Toldeo Blade.*

GERMANY seems to be anticipating as much trouble with France's bill as France had with Germany's Bill.—*Norfolk Virginian-Pilot.*

ADMIRAL SCHEER claims that he won, and if we are to consider it as a race to port, there is no doubt he did.—*Milwaukee Sentinel.*

PERHAPS the Germans would feel better about it if they were allowed to take a few more shots at the Reims cathedral.—*Chicago Tribune.*

THE former Kaiser is reported to be "suffering from exaggerated absent-mindedness." So is Germany. At times, it almost forgets who lost the war.—*Seattle Times.*

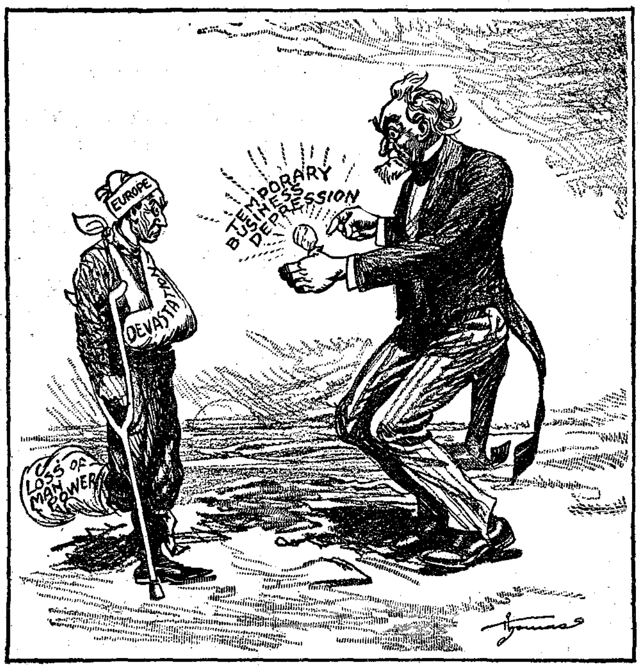
ONE economist is urging Liberty Bond owners to burn up their bonds as a service to the Government. A lot of the bonds have already been burned up for automobiles and platinum wrist-watches.—*New York Evening Post.*

SINCE prohibition came in, says the Onion King, Americans have taken to eating onions. As Lincoln prophesied, this nation is having a new breath of freedom.—*Chicago Tribune.*

ECONOMISTS say that Germany can not pay the $54,000,000,000 indemnity. In 1914 economists said that the war could not last more than a few weeks because of the cost.—*Buffalo Express.*

THE Harvard Memorial Society is planning to give a "typical dinner of the year 1721" in Boston. The H. M. S. ought to know that such a thing is against the law.—*Roanoke Times.*

WITH the United States trying to decree the seas dry, with Bryan giving pointers to a G. O. P. President-elect, with the League of Nations growing too warm for Chile, with the short-fiber cotton crop declared too long, with heavy bonds being floated, with the sugar business of the world souring, with the British ordering the Irish to throw up their hands and drop their arms, is it any wonder Europe is framing up to whitewash the "Reds"?—*Manila Bulletin.*



WE HAVEN'T MUCH TO MOAN ABOUT.
—Thomas in the Detroit *News.*

INCOME-TAX "blanks" will be well named this year.—*Wall Street Journal.*

THE best way to elevate the stage is to begin with the audience.—*Washington Post.*

DOUBTLESS the reparation sum fixt by the Allies will stimulate production of Rhine whines.—*Norfolk Virginian-Pilot.*

DEMOCRATIC office-holders wonder who started the story that the inauguration won't cost anybody anything.—*Moline Dispatch.*

SOME of us would be satisfied if Germany paid part of the reparation demands in good old-fashioned housemaids.—*New York Journal of Commerce.*

IT'S too late for the ex-Kaiser to stage a comeback. Germany will never be able to support him in the style to which he is accustomed.—*New York World.*

AMERICAN ship-builders last year broke the world's record. Reports from the Congressional investigation indicate that they only fell a trifle short of breaking the Government, too.—*Manila Bulletin.*

A KANSAS banker has warned farmers that wheat may fall to $1.25 a bushel, and he is regarded almost as humorously as was the man who a few years ago predicted that it would rise to $1 a bushel.—*Milwaukee Sentinel.*

WHEN you try to eat one of the new cheaper steaks, you are inclined to suspect that the reduction in price of rubber has gone even further than you thought.—*Joplin Globe.*

WELL, if the economy idea continues we suppose Gamaliel and Woodrow can split a cheese sandwich together after the inaugural ceremonies.—*Boston Shoe and Leather Reporter.*

DR. EINSTEIN argues that it is possible to prove the universe is finite and to estimate its size. This will be a real comfort to us; we shall experience a more homey feeling.—*Chicago Tribune.*

A KUKLUX KLAN has been organized in Russia that takes unpopular agents of the Government out to the city limits and shoots them. Evidently the Bolshevik machine is beginning to backfire.—*Seattle Times.*

THE man that can invent a way to keep a mule so weak that his kick won't hurt, and yet keep him strong enough to do the plowing, can make a lot of money by selling the recipe to the French Government for use on Germany.—*New York Call.*

GRAND RALLY THROUGHOUT THE NATION TO COMPLETE THE GREAT CHILD-RELIEF FUND

WITH THE GOAL IN SIGHT, and one of the greatest acts of life-saving and tender ministry which ever appealed to the heart of the American people nearing accomplishment, there is need to put forth all the reserve strength and generosity of this great people in a final, concentrated rally to put the fund over the top in every State, in every county, in every city, town, and village of the United States. The task is not yet finished; no let down in effort is yet possible on the part of any committee or any individual. During the last two weeks of this month let us all lift mightily, everywhere, that we may all rejoice in the splendid result completely achieved by the first week in March.

A DIGEST reader in Rock Hill, S. C., writes that on the very day she had been pleading before a meeting of women for a local campaign in support of the fund, she read that the $33,000,000 was practically assured, but that their campaign would be pushed forward nevertheless.

By all means! The total amount is assured *only* if every plan, big or little, is pushed to the utmost, and every individual contribution is made, and every State and local quota is reached. Some must do *more* than their allotted task, because some will be unable to do all that was expected. It is always so. There is no sure guide in fixing quotas, and conditions change. Every man and woman, every community, every club, school, church, Red Cross chapter, and other organization reaching the highest possible point of giving, is the only safe way.

If every one among the more than 2,000,000 persons whose eyes rest now on this page, *who has not yet given* to this gracious and necessary relief of God's little ones, *will now send* a generous check, or money order, to the State Treasurer, whose name and address are printed in the list on page 17 of THE LITERARY DIGEST for February 5, this is what will happen: Within the next two weeks the glorious task will be accomplished and we shall all be filled with joy and thankfulness to Almighty God. Do not postpone the blessed day by withholding your share.

This week a letter is received from the general manager of the Hearst newspapers enclosing a check for $11,224.97 "from the New York *American*, undistributed balance of a fund of $28,977.74 for rebuilding France, to which Hon. William Boyce Thompson was the largest individual subscriber."

From the Ogden (Utah) Chamber of Commerce has come a check for $1,900 as the result of a banquet held January 24. This will help to swell the State quota. There is yet time for thousands of similar banquets throughout the nation.

The Chairman of the Lodi (Cal.) Committee writes us that the quota for his city, $1,400, was raised by the Lodi Business Men's Association without a word of personal solicitation. Through the newspapers, posters, and other means of public information a slogan was issued, "Will you be one of the 280?" For several days it was advertised, without explanation, until public curiosity was roused to a high pitch. When, the following week, the full information appeared, and eight stations were appointed for receiving 280 voluntary contributions of $5 each, Lodi went hundreds of dollars over its quota with a rush, and, at the time of writing, was still going strong.

In Puyallup, Wash., a novel scheme was adopted. In a large window 396 miniature graves were modeled with earth. Every $10 donation *took away one of the graves*, and a card bearing the name of the contributor who had saved the life of a little child was put in place of the grave. Thus the transformation of Central and Eastern Europe from a great graveyard to a place of joyous child life was to some degree visualized.

Our readers will remember that last May an editorial appeared in THE LITERARY DIGEST with the title "Are Post-office Employees Human Beings?" and the plea was that America should treat its postal clerks and letter-carriers as human beings entitled to decent living and working conditions. During the past few weeks the postal employees throughout the United States have been answering the question in a way of their own and giving a demonstration of their human sympathies and spirit of helpfulness, by their generous contributions for the starving children of Europe. In New York City alone these not overpaid employees of Uncle Sam have given nearly eight thousand dollars to the Child-Relief Fund.

The time for concerted action on the part of churches, schools, clubs, and business concerns has by no means passed. All who have not yet made special group contributions are urged to organize such an effort before the end of February.

But all the effort and all the giving can not be left to the organizations, nor to the State or local committees. The personal help of every man and every woman is needed in this final rally if the goal is to be reached. The spirit of eagerness to render the *full* life-saving service to *all* of the three and a half millions of children must be unflagging until the task is accomplished. Many have given much, and many others whose gifts necessarily have been small have given with great-hearted sacrifice. If all will give in that spirit to the full extent of their ability, we shall be praising God for the result very soon. Here is a sentence from a letter from a doctor in Hazel River, Va., that may well bring a like picture and thought to other loving parents: "I have just come in from a twenty-mile horseback ride in the rain over rough mountainous roads, for I am only a country M.D., and as I sat by the fire and thawed out, I read your letter, and the tears came to my eyes when I think of my two boys sleeping softly as I write, well cared for and healthy. I wish to God that they could be so everywhere. I send you my check for $50 to give comfort to five poor little ones."

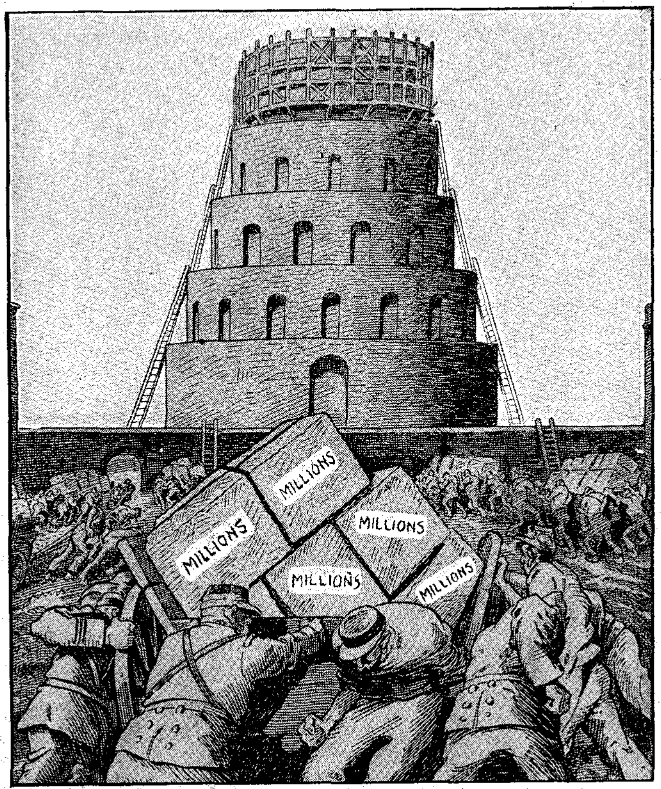
If the cry of suffering children can reach the hearts and find response among those who, themselves, are in want, and who gladly give from their penury to help, can we who have plenty be unresponsive? Out of the depths come many messages like the following: "I live in a poorhouse. When I came here I managed to slip in a $5 note, which I expected to spend, a few cents at a time, for cakes, etc., to break the monotony of a plain diet. But when I look in at the bakeshop windows a blur comes into my eyes, and I see pale children with thin legs. Take the $5 and stretch it till it cracks. I would make it bigger, but I can't." Come! How many DIGEST readers will help to *stretch that five dollars* from the Germantown Almshouse inmate? How many DIGEST readers will match that pauper's great love and help to *make his five dollars bigger?* Christ took five little barley loaves and two tiny fishes and "stretched them," and "made them bigger," until they fed a hungry multitude of five thousand. Christ said to his followers, "You see the things I have done? Well, *you shall do the things I have done, and still greater things.*" Now is one of the opportunities. Take the poor man's five dollars and "stretch it" until it feeds three and a half million hungry children in the name of Christ.

Again: "I am only a poor colored girl, but just the same I want to help feed the hungry children, so I'm sending $10.10 I've saved up from extra washing." This came from Fanny Williams, California. Again from a little girl in Oregon: "I am sending you my first pay check ($4.50). I live at a mine high in the mountains. I earned this money carrying lunches from the boarding-house to the mill through five feet of snow. Sometimes I go on skiis. I am glad to have this money to give to the little children. From your little friend, Betty Taylor." It would be possible to fill many pages with such letters. They come as a challenge to every one of us to give with the same utter abandon of generosity in proportion to our ability until every needed dollar is raised, and every hungry, shivering child is fed and clothed.

FOREIGN - COMMENT

GERMANY'S INDEMNITY "WRIGGLE"

GERMAN "WRIGGLING" to escape payment of the indemnity recalls to some of her sharper critics the Teuton war-record, in which Deutschland was either marching "*über Alles*," especially women and children, or else "whining '*Kamerad*' when more than two Allied soldiers met seven Germans." To-day one-half the Germans are haughtily declaring that they will never consent to pay any such indemnity as the Allies ask, it is charged, while the other half is pouring piteous pleas into American ears that the unrighteous Treaty of Versailles can never be enforced unless by nations that have "slow murder and assassination in their hearts." French political circles and the French people are much alarmed, according to Paris dispatches, at the extensive German propaganda carried on in the United States "to obtain American sympathy and support in the matter of reparations and other Treaty questions." They are said to be convinced that the Germans have organized a propaganda system such as they had in the early part of the war, and that "more active measures on the part of the French are necessary to combat it." In the *Echo de Paris* the French Senator Japy urges that Marshal Joffre and other military leaders, including General Castelnau, General Gouraud, General Mangin, Marshal Pétain, and Marshal Foch be sent to America. On account of the German tension, which will last for many months, there is not much likelihood that Marshal Foch will visit America, but the other men, says Senator Japy—



THE CRY BY DAY THE DREAM BY NIGHT IN GERMANY.

"Will the French ever stop piling up their demands?"

—*Wahre Jakob* (Stuttgart).

> "Speaking in the name of France, could dissipate the misunderstanding provoked by the faults of the Government and by German propaganda, which is depicting the French as a ferocious nation seeking the annihilation of Germany. At the time of the armistice we were in a full honeymoon with the Americans, who were then enthusiastic, but we did not know *how to profit by this state of our friends. Since then the good* feeling has chilled somewhat, but it can be rekindled.
>
> "General Nivelle's voyage has already proved this. It is necessary to go to the Americans, who are so alive, so active, and practical, so unlike people who sleep. Let us show them our vitality. Give them certain satisfaction, and let us settle this awful question of our debt."

Among the various documents, printed in Germany, which are being distributed in the United States for the purpose of influencing American opinion, is an editorial from the *Bremer Nachrichten*, a Bremen daily which is said to be "much read all along the German shores of the North Sea." This editorial is entitled "An Appeal to Americans: People of the United States, Do Speak a Word of Command!" After saying that "the claws of the Entente are dug into our flesh," and that "dark hopelessness is laming our limbs and spirits," the appeal, as Englished in Germany, proceeds:

> "You may ask why all this is counted up and brought forth? It is done for the purpose to say to you Americans that you are guilty of all this misery and that therefore it is your duty to intervene, to bring the Entente back to her senses and to break to pieces the shameful Versailles Treaty.
>
> "May many German newspapers, as we do to-day, tell you the truth, and may many readers, who have connections in America, send this article to them for distribution. Yes, *you are guilty of our misery* and of our fall down from a proud height! You ask why?
>
> "It is easily answered. Not only have you supplied our enemies, who had planned this war, and who had prepared themselves for it long ago, with war-materials of all kinds, making thereby good profits, but by entering yourselves into the war you have brought military defeat upon us—upon a people famine-stricken and attacked from all sides, a people that, like a wounded deer, was hunted to death."

Much familiar rant follows about Germany being a nation of peace and having the war forced upon her, but the "worst sin" of America is "your President's false game with the Fourteen Points, which have now become notorious throughout the world." We read:

> "*On the basis of Wilson's Fourteen Points Germany signed the articles of armistice.* To-day every German knows that Wilson, the representative of your country, has betrayed our people and our country. He and you had the power to check the greed of the Entente and to assist us in the preservation of our rights, guaranteed by the treaty inasmuch as in the Lansing Note of November 5, 1918, it was expressly said that the Allied governments had consented to conclude peace with the German Government on the basis of conditions which your President had promulgated in his address to Congress on January 8, 1918, and on the basis of the principles which he had exprest in his later speeches. The Fourteen Points were cast away as lumber, and *the people of Germany has been betrayed and opprest in a most shameful manner*. . . . . . .
>
> "*People of the United States! Do speak a word of Command!* so that history may not call you the hangman's assistant of the German people. The way is clear; Wilson, deserted by fortune, has disappeared from the stage. Whatever wrong he has done to us you must make it good. The League of Nations, which debars Germany, and which you oppose, must either be converted by you into a real League of Justice or it must be replaced by a new League altogether. With the destruction of our economy, otherwise not to be prevented, the funeral of Europe and a general collapse will begin which will draw also you into the whirlpool of destruction. What we, a single newspaper, write is the true expression of the sentiments and convictions of our entire people. *People of the United States! Wake up from your lethargy and pay your debt to Germany! Dictate*

your Peace to Europe! Let fourteen torches of justice enlighten the world as a sign that your better spirit has awakened. *People of the United States! Do speak a word of Command!*"

Confirmation of Germany's "gamble of expectation" on American sympathy is found in Berlin dispatches, which report that in government and business circles there the great question is how soon after Mr. Harding's inauguration peace between America and Germany will be declared, how soon Mr. Harding will take a decisive step in European affairs, and how greatly American business leaders esteem the prosperity of Central Europe as a factor in American prosperity to justify America's interposition in the reparation program of the Allies.

Despite this strain of sentiment in business circles, the attitude of the German press is one of caution against placing too great faith in the possible moral backing of Germany by the new Washington Government. German editors urge the German Government to present their country's case "strictly on its merits." The Berlin *Zeitung am Mittag* says:

"Even if America should protest against the Paris program it will do so not for Germany's sake, but because her own interests are at stake. However, America is only concerned with the threatened duty on German exports and control of German trade generally.

"For this reason even President Wilson may interfere, not in Germany's favor, but solely for America's interest. Mr. Harding will do no more because America is just as much interested that Germany should make the highest payments possible as the Entente Powers are, on account of her large loans to the Entente Powers."

What may be considered an official Allied opinion on the latest Paris conference is contained in Premier Lloyd George's speech at Birmingham, of which the two chief points are that Germany can and must pay the reparations demanded by the Entente, and that she must disarm. On the latter point he said in part:

"She has large numbers of men trained to the use of arms forming irregular combinations throughout the country. Her excuse is—and there is something to be said for it—that she has had something like a revolution in her own country and that she can not leave her Eastern frontier unprotected. We make allowances for that, but you don't want hundreds of thousands of armed men for that purpose, and therefore the Allies decided that Germany should be compelled by July to conform more completely with the Treaty of Versailles in respect of machinery for the turning out of cannon, because we don't want any more trouble from that quarter.

"France is naturally uneasy. She has been invaded once and very badly ravaged. Some of her fairest provinces have been devastated, and therefore France is entitled to say that she can not risk things of the same sort happening again."

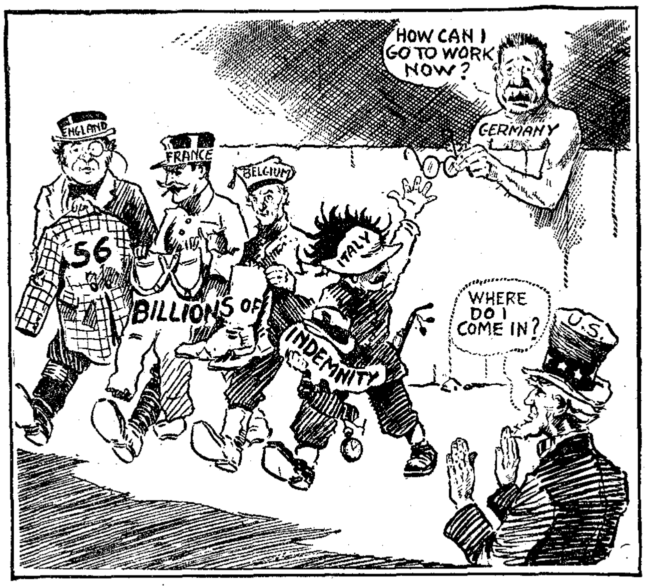
Turning to reparations, Mr. Lloyd George claimed that the Allies set their bill of reparation "at a comparatively low figure," because they realized that Germany has "undoubtedly great difficulties at the present moment." But the Allies hold that the Germans are "a great people, an intelligent people, and an industrial people, and once you get their minds away from war to peace, it will become a prosperous people, and having inflicted this damage, they then can pay and must pay." We read:

"Germany can pay if she means to. She has not yet taxed herself to the level of Great Britain or France. It is intolerable that the country that inflicted damage and that while it was inflicting damage was escaping danger itself should escape with a lighter burden, less taxation, than the two countries that were victims of this wanton attack, and we can not allow it.

"There are some who say that it was the old régime that was responsible for all that. That is not so; the whole German people were behind it. Yes, even the Socialists—the Socialists of Germany who pretended to be a bulwark of peace, supported every proposal, including the invasion of Belgium. The only one among them who protested was thrown into prison and afterward assassinated. The German people were solid behind that enterprise in 1914, and if they had won would have gladly shared the booty. Therefore, the German nation is responsible morally by that and legally by its treaties."

The burden imposed is not an extravagant one for the first two years, Mr. Lloyd George pointed out, for "it is not equal to the annual pension bill of France or Great Britain alone for the first two years." Afterward it increases, but in accordance to the increased prosperity of Germany, and the British Premier said further:

"It is not a question of imposing economic slavery upon the workmen of Germany; it is simply a proposal that the workmen of Germany who supported the war should take their share of paying the damage for the wrong which they approved, and which they are inflicting on the workmen of other countries at this present moment.



"UNCLE SAM NOT A MEMBER OF **THIS** LEAGUE EITHER."
—*Dziennik Chicagoski* (Chicago).

"Somebody must pay. Who is to repair devastated France destroyed by the German Army? Is it the workmen of France who simply protected their native land against the invader and protected it with infinite heroism? The heroism of France is indescribable and the losses by France are terrible beyond human thought. There are gaps in generations of young men in every home. Is it right that that country which suffered through the wrong of Germany in material life and suffering of every description, that that country should be overburdened with taxation while Germany is to escape?

"Our claim is a righteous one and we must enforce it. As far as Germany is concerned it is purely a question of good will. Dr. Simons [Germany's Foreign Minister] has said that he has some alternative proposals. He is entitled to make them by the treaty. . . . I found Dr. Simons reasonable at Spa. He put up the best case he could for his own country, but I had an uneasy feeling that behind him are the men of 1914. You could hear some mutterings drowning his harmony. One of them burst into the conference-room at Spa with a loud, ill-timed, ill-considered, blustering remark, walking into the room with a great swagger. It all depends on them. We met at Spa with many questions that looked as if they were insoluble, but we found a solution. Germany was the better for it as well as the Allies. Disarmament is proceeding at a very much accelerated rate and coal has been delivered to France, so that the conference did good, but that was because the German representatives made a real effort. Is that effort over? Is Dr. Simons the same man I met in the summer months at this conference? Does he still represent Germany? That the London conference will solve. Do the men of 1914 still represent Germany and are they biding their time? It all depends on that. The Allied peoples are anxious only that the sword should remain sheathed. There is nothing to induce the Allied peoples to take strong action except the feeling that you have the same Germany to deal with, led by the same people, animated by the same ideals, inspired by the same purpose, waiting each time to achieve the same ends, and the treaty which has been signed is intended to deal with that. The Allies have the same just cause as ever. They will proceed in the same spirit of justice and moderation, and they are as united as ever in their purpose."

INDIA'S JEWISH VICEROY

ATTACKS ON THE APPOINTMENT of Lord Reading as Viceroy of India will injure neither him nor his prospects of success, say his British friends, who consider his career and qualifications sufficient guaranty that he will manage the difficult responsibilities of his new post with characteristic efficiency. But adverse critics of the appointment lament that the British Empire in the East is now governed by an "almost complete Jewish hierarchy," and they can see only failure ahead of Lord Reading in India because to the Indians the Jew is "lower than all the castes." The London *Morning Post*, which leads the attack, reminds us that India contains a population of some 70,000,000 Moslems, who "have a deep and rooted prejudice against Jews, and—being more fanatical than the nations of the West—will probably abominate the idea of being governed by a member of that race or religion." It made the same point when Mr. E. S. Montagu was appointed Secretary of State for India, and also when Sir Herbert Samuel was made High Commissioner of Palestine, but—

> "The objection is even more potent in this case than in the case of Mr. Montagu, because, after all, the Indian Moslems do not come directly under the Secretary of State, but imagine that they are governed by the Viceroy. The whole Moslem world is at the present time alarmed at the prospect of the Holy Places of Palestine—which are holy to Moslems as well as to Christians; and altho Sir Herbert Samuel has so far acted with wisdom and discretion, the root of the objection remains. We can not afford to ignore these strong and ancient prejudices. The British, altho they are Christian, are respected in the East as conquerors and overlords who pursue justice and right dealing in the administration of their empire. But with a Jew at the head of the India Office, another as High Commissioner for India, a third as High Commissioner of Palestine, and a fourth as Viceroy of India, the Mohammedans might get it into their heads that the British Empire is in the hands of the Jews, which would be unfortunate. We hope we are above all these vulgar prejudices of anti-Semitism of which we are so freely accused by the Jewish press. But it appears to us that we owe a duty to the British public in this matter. The British Empire has an honored tradition of liberty and toleration; but there should be nothing in excess, and this passion for placing the India Office and our whole Dominion in the East in Jewish hands is not toleration only, but abnegation. . . . . . .
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> "There is another point which we make bold to put in this connection. It used to be supposed that the Jews in England were a religious denomination, like the Wesleyans or the Church of England—merely that, and nothing more. But we gather from their press that they are now a nation. Thus, for example, *The Jewish World:*
>
> "'To-day Jewish Nationalism is an accepted fact, for which the Powers have thought well to provide in the recasting of the world consequent upon the war.'
>
> "But if there is a Jewish Nationalism, there must be, we suppose, a Jewish world policy, and as part of it an Eastern policy. Is it to serve this Jewish national policy or merely British policy that all these appointments are being made?'

LORD READING.

As a Jew he will be "an object of derision" in the East, say some, but others wonder how many Indians "will ever know the Viceroy is a Jew, or, if they knew, would care."

The Manchester *Guardian* is of the opinion that the Moslems "will not worry their heads" over the fact that the Viceroy is a Jew, and wonders how many of them will ever know that he is one, while the London *Times* dismisses at once all question of Lord Reading's religious faith and is more concerned with the fact that he goes to India "in the midst of a period of transition which may be full of dangers." For instance—

> "The new Councils and the other reforms now being inaugurated under the Government of India Act are being challenged by designing men who threaten to set in motion a movement toward passive revolution. Tho numerically only a handful, the agitators now attempting to light fires in India are able to exercise an influence very disproportionate to their numbers. They know how to play upon the credulity of the multitude, and if their specific plans often fail, the unrest they create may at any time be perilous. In Lord Reading India will have a Viceroy of an unusual and, as we think, a suitable type, well fitted to the changing conditions. The next Viceroy must be a man of exceptional mental caliber and of varied experience, and Lord Reading possesses these qualifications in an ample degree."

In India newspapers and officials are showing intense interest in the appointment, writes a Peshawur correspondent of the London *Daily Telegraph*, tho they are not much concerned with Lord Reading's high judicial position, his record of service in America, or his unquestioned financial capacity, and we are told that—

> "Two things alone have been required in the Viceroy who comes to take up his work at this most critical juncture—a penetrating intellect and a strong will. In the belief that Lord Reading, from the outset, will see and insist upon the absolute necessity of governing Indian internal affairs from India and not from London, responsible men out here welcome his arrival. Nothing else interests them. . . . . . .
>
> "From inquiries that I have made there seems to be no great resentment among Mohammedans that the new Viceroy is of Jewish descent, but it is certainly recognized that the present anomalous triple representation of Indian interests—the High Commissioner also being of that race—should be reformed as soon as possible. . . . . . .
>
> "The Earl of Reading may be well assured that in a determination to effect an enduring Indian settlement by Indian methods he will have the cordial support both of the Civil Service and of the Army. . . . The occasion is a great one, greater than any other within our Imperial field to-day, and all India wishes well to Lord Reading as he takes up the gravest and most important work of his life."

LORD ROBERT CECIL ON THE LEAGUE—Impatience with the League of Nations is being shown by many who fail to realize the fact that only rarely do we live long enough to see actual results or even appreciable progress toward results of any great reform or national movement which we have seen inaugurated. Thus writes Lord Robert Cecil, chief British defender of the League of Nations, in the *Revue de Genève*, and he reminds us that for ten centuries philanthropists, statesmen, and philosophers have been trying their best to prove how vain it is to consider war as the only means of settling questions of national honor, with the consequence that—

> "Their combined efforts with the gradual triumph of the popular masses have created a flow of ideas which finds its noblest expression in our day in the vow formulated by the nations that the League of Nations should be born in order to assure peace on earth. If mistakes have been made we must simply endeavor to correct them, which we certainly shall do sooner or later. The essential requisite was to prove that the project of the League was no chimera. No one can logically argue that this League of Nations will go the unhappy way of those that have died before they have even lived, simply because it did not succeed last January in immediately restoring order in a topsyturvy world. The general disorder brought upon us by the late war is not a derangement to be rectified overnight. If the nations once learn the bitter truth taught by the war, that for nations as for persons one must pay for evil done and that none can suffer for the others, then we shall see realized the aim of the League of Nations."

A DEFENSE OF CHINA

OF ALL LIVING RACES the Chinese go farthest back into the past, yet the vitality and elasticity of their mind are such that they have adopted the most advanced form of parliamentary government—a republic. This is the challenging note of a statement on present conditions in China by no less an authority than Mr. Sao Ki Alfred Sze, late Chinese Minister at the Court of St. James's and now Minister at Washington. He is one of the earlier returned students from the United States of America and replies to critics contemptuous of his country that her present political and economic difficulties are "not the outcome of racial incapacity or faults of character, but the marks and signs of a period of transition." In other words, these difficulties are the "surface effects of the great movement of life that is daily changing the whole face of China" and are "signs of vitality, not of decay." Writing in *The Asiatic Review* (London), his Excellency reminds us that the Chinese were a nation "long before the Roman set foot" in Britain, and that for more than twenty centuries before the English entered the Thames Valley the Chinese were living in the valleys of their great rivers. All Europe was pagan when Confucianism had been a living creed and a social code in China for more than five hundred years, and he proceeds:

> "The peoples and the races who were our contemporaries in those distant days have all disappeared into the night of the past. But we survive. And we survive, not as a dying race, but as a great coherent body of 400,000,000 people. . . . . . .
>
> "What is the reason for this survival—for this passage of the Chinese people, as a living nation, through the ages? It is no doubt difficult to explain a great historical fact like this in terms of a single cause. But I suggest that it is largely to be explained by Chinese adaptability—by the capacity of the Chinese to respond to the demands of change and adapt themselves to any new environment in which they may find themselves."

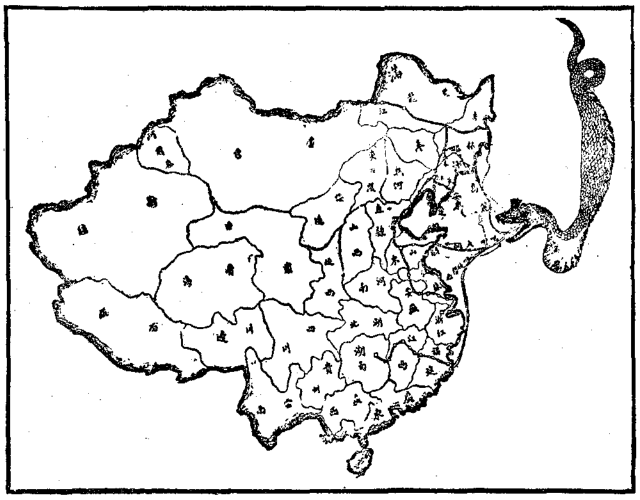
This may sound strange to those who have always been told that China is "changeless," his Excellency remarks, but the description is "not only untrue, but full of mischief." It is mischievous because it makes people think that China's "unrest and disarray" are due entirely to the "incapacity of her people to adapt themselves to the new conditions of life which foreign pressure and influence have set up around her." From this belief one gets the "very sinister view which would see China, with her illimitable man-power and vast natural resources, placed under the tutelage of some other state inspired with a greater will to power." We read then:

> "Fortunately for the peace and security of the world, the peaceful development of China and her millions is an absolute certainty unless, indeed, that development is deflected by foreign agency into channels of militarism. The Chinese development of China, if I may put it that way, must make for peace, if only because the whole of Chinese culture rests on the power and appeal of moral force. The entire body of Confucian teaching centers around that conception. We hold material force so meanly that the soldier is the lowest member in our social hierarchy. And this Chinese valuation of the fighting man will remain unchanged as long as the Chinese people are allowed to develop along the lines of their own national character."

As to the political unrest in China to-day, his Excellency points out that this state of things occurs and has occurred in every country where a new system of government or some fundamental change in the life of a people has taken place. Unrest and disorder are evident in nearly every country in Europe to-day, he tells us, for the Great War has "released ideas and forces which go to the foundation of what is called the European system." Some say this period of unrest and disturbance will continue for at least a generation, and we read:

> "It is argued that a new system of life is being introduced into Europe, and, until you have bred and trained new men to work this new system, the men trained under the old dispensation must go on with the task of government. And, it is added, as it is impossible to have the new system properly worked by these men, a period of disturbance must ensue and continue pending the appearance of the new workers.
>
> "Twenty-five hundred years ago Confucius defined this same problem of government. 'Let there be the men,' the sage said, 'and government will flourish; but without the men government decays. With the right men the growth of government is rapid, just as vegetation is rapid in the earth. Therefore the administration of government lies in getting proper men.'
>
> "Whether this Confucian view of the European situation is sound or not, there can be no doubt that we are faced in China with the same sort of problem which seems to confront you here in Europe. And most Chinese who think over the matter believe its solution lies in the direction indicated by the Master."

In support of his assertion that China is on the road to prosperity and not to ruin, he cites a public statement of Mr. Paul Painlevé, a former Premier of France, which he made after a three months' sojourn in China as the chief of a French mission to that country. Mr. Painlevé avows his great confidence in China's future, which is a feeling of long standing, and the reasons therefor he sets down as follows:



AN ANTIJAPANESE CARTOON FROM CHINA.

Used in the boycott campaign of 1919–1920. The serpent in this cartoon represents Japan swallowing China. The swelling in the serpent's throat represents Korea; and the three lines from the mouth lead to Manchuria, Shantung, and Fukien provinces, where Japan claims special "spheres" owing to "territorial propinquity."

> "1. The military disorders as between provinces and the rivalries of the Tuchuns, or military governors, which give rise to so much pessimism regarding the evolution of Chinese democracy, are far more superficial than deep-rooted, and only paralyze to a very faint degree the working activity of the nation.
>
> "2. Contrary to the opinion current in Europe, it is not true that the Chinese nation is in a sort of stagnation. The evolution of its ideas, customs, and industries is, on the contrary, quickening in striking fashion. The twentieth century will be China's century, just as the outstanding feature of the nineteenth century was the unprecedented development of America.
>
> "3. The thirst to learn and to become familiar with the Western sciences is prodigious among the young generation in China. The Chinese brain is just as capable of cultivating the rational and experimental sciences as the European brain. But what this huge nation lacks is scientific atmosphere. The Western nations must help China to form the first thousand of Chinese savants as speedily as possible. China will then resume the place which she occupied in the past and which she must occupy again in world civilization.
>
> "4. Public opinion already exists in China to-day, and, altho it does not manifest itself, as in the West, in accordance with legal forms prescribed by a Constitution, it is already singularly powerful and will soon be irresistible. It is becoming more and more national without being antiforeign. In a recent and penetrating work, Mr. Hovelaque wrote that China was a civilization rather than a nation. To-morrow, while remaining a civilization, China will be a nation, extensively decentralized, but one and indivisible, an element of weight in the concert of civilized Powers."

SCIENCE AND INVENTION

COAL DOOMED BY THE COMING AGE OF OIL

NOT ONLY COMING, but already here. We have just entered the epoch of liquid fuel, says R. P. Hearne, writing in *The Sphere* (London). Mr. Hearne seems to feel none of the misgivings manifested by pessimistic writers, especially on this side of the water, who see the approaching exhaustion of the world's oil as well as coal. He foresees merely an enormous expansion of the use of liquid fuel, largely natural mineral oil, but supplemented by synthetic hydrocarbons and by fuel-alcohol. Much of the world's oil stock, he says, has never been touched. Some of it has not even been discovered, and this part may be far larger than any of us have imagined. The disappearance of smoke and of the coal-miner with his "barbarous work" are among the blessings that Mr. Hearne promises us will flow from this substitution of liquid for solid fuel. He writes:

"Within ten years the power monopoly of coal will be broken, and it will be broken not by political or economic methods, but by the arrival of a new fuel which will displace coal. Long before our coal measures are exhausted coal-mining, as we know it to-day, will have ceased, and the coal strike will become as obsolete as coal itself.

"These may sound daring prophecies; but every rise to-day in the price of coal, and every coal strike and threat of coal strike, is hastening us toward the earlier realization of my statements.

"The age of liquid fuel has already commenced, and we are only at the beginning of immense technical, industrial, and social developments. Already road motor-transport has become a rival of the railway, and already, by this alternative means, the railway strike is robbed of its power to cripple the community. The road motor has broken the power of the railway strike. Liquid fuel will soon break the power of a coal strike to paralyze the activity of the community. For this reason alone the coming of liquid fuel will be a great social boon.

"All over the world there is feverish activity in searching for oil, and now nearly forty countries have found supplies of petroleum. America, at the moment, has the practical monopoly, but Mexico is making amazing progress, and she is becoming the great oil rival of the United States. Mexico has no use for her immense wealth of petroleum. She is growing rich and powerful by selling it to the rest of the world. Even in England we now have oil-fields, and more than one bold thinker is of the opinion that under our coal-fields are rich measures of oil. France and Germany have their oil measures yet to be developed, and only a few days ago reports of oil finds in Italy came to hand. Note that the distribution of oil is far wider than that of coal.

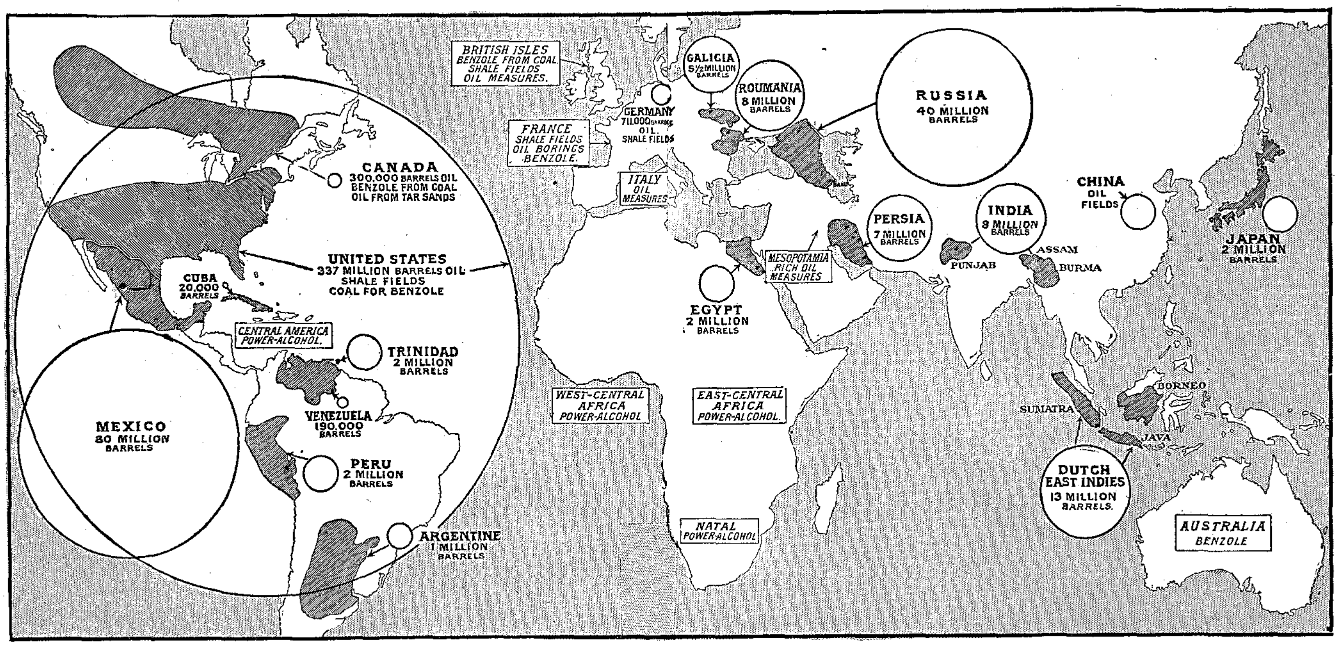
"Our liquid fuel resources are not confined to petroleum. From coal we can distil motor fuel and heavy-oil engine fuel. In western Canada there exist billions of tons of coal which are too remote and bulky to be shipped many thousands of miles as raw coal. If this coal be distilled on the spot we get so many gallons per ton of light and heavy motor-oils, and most valuable residues of fertilizers, etc., which can find a sale all over the world.

"Norfolk has shale-fields extending over an area of some hundred square miles from which motor liquid fuels are now being extracted successfully. France has vast shale-fields. Canada has enormous tracts of tar sands and shales; and the shales in America have as big an oil content as the whole American petroleum resources. In many parts of South America big deposits of oil and shale are now being tapped; and Asia is immensely rich in liquid fuels from Japan to Arabia.

"Nor do our liquid fuel resources stop here. All over the world power-alcohol can be distilled from well-nigh every form of vegetation. In the tropics especially, where the growth is rapid, untold and ceaseless supplies of power-alcohol can be obtained from the annual growths of many vegetable substances.

"Back of all this we have the possibility of laboratory-made or synthetic liquid fuels. All fuels are compounds of hydrogen and carbon. Every living creature breathes out a compound of carbon; every act of combustion links carbon with oxygen. In water we have a universal supply of hydrogen linked with oxygen. The problem, then, is to take carbon from the air and hydrogen from water, and combine them to make the whole range of liquid fuel, from petrol to heavy oil.

"If a tithe of the millions that have been spent on Mesopotamia had been devoted to scientific research on the production


BRITISH ISLES
BENZOLE FROM COAL
SHALE FIELDS
OIL MEASURES.
GALICIA
5½ MILLION
BARRELS
ROUMANIA
8 MILLION
BARRELS
RUSSIA
40 MILLION
BARRELS
GERMANY
711,000 BARRELS
OIL.
SHALE FIELDS
FRANCE
SHALE FIELDS
OIL BORINGS
BENZOLE.
CANADA
300,000 BARRELS OIL
BENZOLE FROM COAL
OIL FROM TAR SANDS
ITALY
OIL
MEASURES
CHINA
OIL
FIELDS
PERSIA
7 MILLION
BARRELS
INDIA
8 MILLION
BARRELS
JAPAN
2 MILLION
BARRELS
ASSAM
PUNJAB
BURMA
UNITED STATES
337 MILLION BARRELS OIL
SHALE FIELDS
COAL FOR BENZOLE
CUBA
20,000
BARRELS
MESOPOTAMIA
RICH OIL
MEASURES
EGYPT
2 MILLION
BARRELS
CENTRAL AMERICA
POWER-ALCOHOL.
TRINIDAD
2 MILLION
BARRELS
WEST-CENTRAL
AFRICA
POWER-ALCOHOL
EAST-CENTRAL
AFRICA
POWER-ALCOHOL.
BORNEO
SUMATRA
JAVA
MEXICO
80 MILLION
BARRELS
VENEZUELA
190,000
BARRELS
PERU
2 MILLION
BARRELS
DUTCH
EAST INDIES
13 MILLION
BARRELS.
AUSTRALIA
BENZOLE
NATAL
POWER-ALCOHOL
ARGENTINE
1 MILLION
BARRELS

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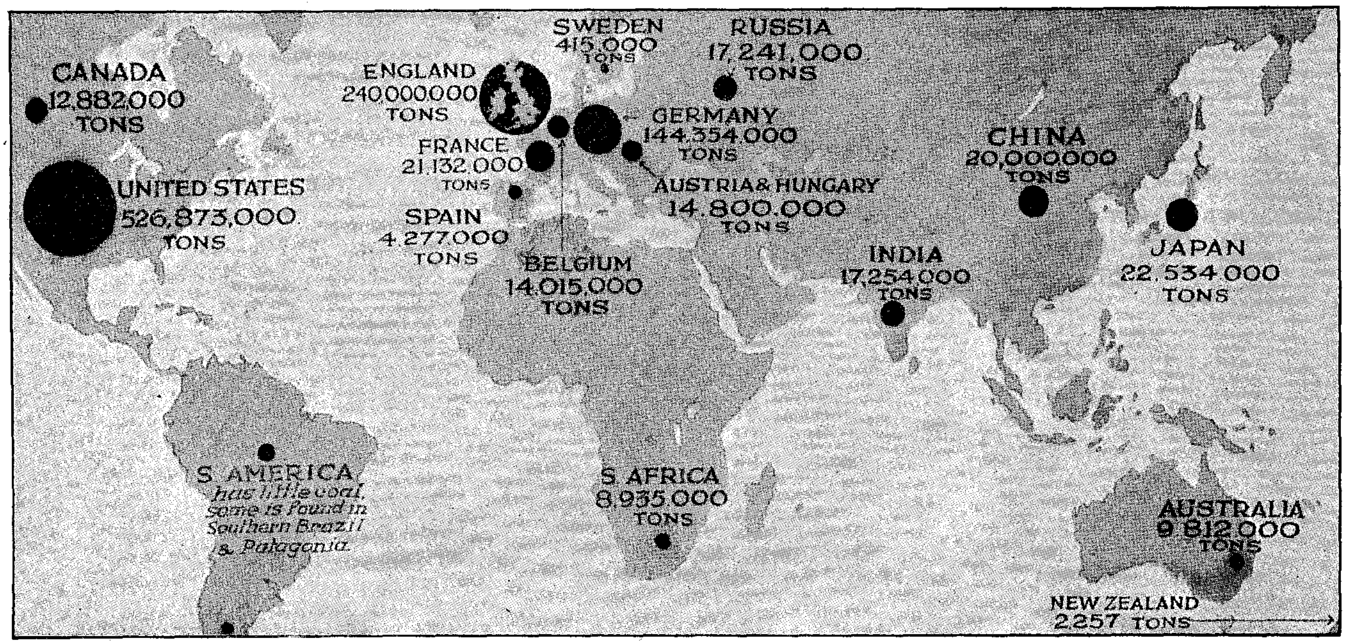
THE WORLD'S OIL-FIELDS, THE CIRCLES SHOWING THE PRINCIPAL OIL-BEARING AREAS.

"The distribution of oil is far wider than that of coal"; nearly forty countries have now found supplies of petroleum.



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WHERE THE WORLD'S COAL COMES FROM.

The figures show the annual production in the respective countries.

of hydrocarbons, I believe that within a few years—and long before we shall get oil from Mesopotamia—we would have a commercial process for making artificial fuel of every grade. The day assuredly will come when every country will be able to generate its own fuel."

The writer in the London weekly proceeds to consider "what all this development means to England"—

"Coal is one of our most valuable assets, and one of our most important exports. If coal passes, what will be the outlook for us? I think the situation will be better rather than worse for us, provided we move with the times. The mining of coal is a barbarous work; our present methods of using coal are equally barbarous. The coal-miner will disappear. The remaining coal measures will be carbonized in the earth, and the gases piped to the surface for conversion into gas for working engines that produce electricity, and the residue of gases will be converted into motor-fuel, into heavy fuels for Diesel engines, and into tar, etc. The pit-heads will thus become electrical power-houses for the whole country.

"Meantime, as the coal is being exhausted, shales will be distilled for liquid fuel, and beneath the derelict coal-mines borings will be made for oil. From all over the world we will import crude petroleum and refine it. Our prosperity and security will lie in the fact that we shall create the greatest tanker fleet and be the oil-carriers, refiners, and distributers for the world.

"From the tropical regions of the empire we shall import and distribute power-alcohol. From Canada we shall import and distribute the benzol. At home in our great industrial laboratories we shall be busy in the commercial production of synthetic fuels; and our great engineering and motor industries will have new activity in making internal-combustion engines for ships, for road vehicles, for railways, for electric lighting, and for all power purposes. Smoke-stacks will disappear. The air will be purer, for we will utilize even the carbon dioxid that results from combustion, and extract the carbon for new fuel, thus setting free the oxygen."

THE WORLD'S COAL SUPPLY

The coal areas of the world cover about 772,700 square miles, United States of America and China far exceeding any others. The actual reserves added to the probable and possible reserves of the world amount to about seven million millions of tons (7,000,000,000,000). Dividing this by the yearly output gives us some 6,000 years odd for the life of the world's coal *at the present rate of output*, but the question is not quite so simple as this, being complicated with other factors, such as the future rate of working, especially of the comparatively unworked fields, such as China, for instance, the discovery of new fields, as well as the future growth of the demands for coal, and the use of other fuels, etc. Among the nations, the United States leads with a production of over 500,000,000 tons. Britain and her dependencies produce nearly one-third of the world's output, and dividing the reserves and the empire with this yearly output shows a coal life of 1,540 years at the present rate of working; but here again the uncertain factors mentioned above are all present, and widely differing estimates have from time to time been made, such as that of Professor Hull (in 1860), who gave a period of about 1,000 years to Professor Jevons, who made it about 100 years—both of which calculations seem now to be well below the mark.

HOW TO CLEAN A STEEL KNIFE—The so-called tarnishing of steel knives is the result as much of wrong methods of cleaning as it is of chemical decomposition of the surface of the blade, according to an official bulletin issued by the American Cutlery Bureau of Information (New York). A badly polished steel knife will show more easily the effect of tarnishing than will one that has been well cleaned and polished before use. Experience has proved, we are told, that the best-polished American steel knives, made of high-class steel, are less inclined to tarnish than those of inferior quality. We read:

"All tarnishing of steel knives can be avoided if the knives are cleaned immediately after use. The chemical action of the acids which causes tarnishing requires a certain time to accomplish its purpose, and the quicker it is interrupted the better it is for the future use of the knife. Do not leave steel knives lying uncleaned overnight. Rinse the blade carefully in hot water after use and wipe it dry with a clean cloth. This will destroy the acids. If there is time polish the blade with a fine powder polish. The polish upon the blade of a good steel knife is produced by very rapid friction, which makes the surface of the blade absolutely smooth until it shines as does the polish on high-class furniture or glass. Acids destroy the smoothness of the surface and eat not only into the polish, but create small indentures in which food will decompose and help to make the tarnishing of the blade permanent. Many machines and appliances for polishing knives are sold. The best to use, however, is an ordinary bottle cork and some fine polishing powder. No appliance can replace the sensitiveness of the hand, and a few rubbings with the cork will not only remove all the uncleanliness from the blade, but also renew the polish which is its natural protector. Before polishing rinse the blade thoroughly with warm water and dry it. After polishing a renewed rinsing and careful drying will remove the remains of the polishing powder."

BEST EQUIPMENT FOR LONG-DISTANCE FLIGHT

NOT AMONG AVIATORS, but among birds. Some migrant birds travel long distances to spend the winter, going perhaps as far as South America; others fly only to neighboring States. Writing in *The Auk* on "Migration and Physical Proportions," C. K. Averill, of Bridgeport, Conn., points out the marked physical differences between the long and short fliers. The former have longer wings, giving more power, and smaller tails and legs, reducing weight and air-resistance. "It is written in the book of birds," says Mr. Averill, borrowing the style of Holy Writ, "that the long-winged shall inherit the earth." Food is necessary for life, with birds as with humans. Both spend much of their time in securing it; and with the birds the job is one of direct purveyance. They have no storage capacities, as do squirrels, and they do not hibernate, like bears. When winter comes, most of them must seek other feeding-grounds, and those with the best flying apparatus go farther and fare better in the search than their short-winged, heavy-footed brethren. Writes Mr. Averill:

Courtesy of the Metropolitan Museum of Natural History, New York.

"THE LONG-WINGED SHALL INHERIT THE EARTH."

The long wings give power and the small tails and feet reduce weight and air-resistance. Long fliers such as the tern, gull, and plover in the picture, spend their winters as far south as they choose.

"It is a matter of common observation that birds most capable of long-sustained flights are long-winged. Such are the swallows and swifts on land and the terns, plovers, and sandpipers along the shore.

"A bird flying thirty-five miles per hour passes through the air at the rate of fifty-one feet per second, and the form of the tail evidently has much to do with the resistance offered by the air. It is evident that the stream lines that pass under the body of the bird will converge at the rear of the body, striking against the tail and causing undue pressure. In birds of superior power of flight—terns, swallows, swifts, gulls, kites—the tail is either forked or it is short; in either case there is little tail beyond the end of the under-tail coverts in the medium line. It is the mechanical function of the under-tail coverts to fill in the angular space where the tail joins the body where without the coverts an area of reduced pressure would be formed increasing the resistance. The tail of the barn-swallow, deeply forficate, is part of nature's ornamental scheme, and such tails occur in terns, kites, swallows, where elegance of form and beauty and great ease of flight are combined. We shall find that among similar birds the species with the longer wings has a shorter or more forked tail.

"These two points, long wing and tail of small area, we may observe in the flying bird, but if we hold our bird in the hand, be it swallow or swift, we also notice that it has small feet and legs. Apparently nature takes pains in reducing all superfluous weight and carefully considers all trifles. Among the economies the elimination of the hind toe appears to be included. Thus in the true snipe, represented by the woodcock, Wilson's snipe, and dowitcher, the hind toe is present. In the sandpipers, which are much longer-winged, it is much smaller, and in the sanderling, which seems the lightest and best formed of these birds and which makes an annual flight of 2,000 miles across the ocean to the Sandwich Islands, the hind toe vanishes entirely. Again, in the plover family it is present in the lapwing and surf-bird, rudimentary in the black-bellied plover, and is obliterated in the golden plover, whose migratory flights so astonish us.

"In the petrels, those long-winged birds of the sea, the hind toe is minute or lacking entirely. Can these instances be regarded as fortuitous?

"Along the same line we notice that the bill of our swallow or swift is extremely small, altho we can not see that a larger bill would interfere with the capture of the insects which these birds feed upon. What we see is the cutting out of all surplus material.

"In the terns the feet are reduced in size very much as compared with the gulls. The bill, however, can not be reduced and be effective in catching fish. Reduction is possible only when not interfering with the life of the bird.

"We have, then, four points of a good flier—long wing, short tail, or tail of small area, small bill, and small legs as shown by length of tarsus. It is one object of this paper to show that the better equipped birds in these respects, in any group, have a greater migratory range.

"We can certainly 'pick the winner' by relative length of wing and tail. The blackpoll is one of the most famous of all passerine birds as a migrant. Quoting from Cooke 'The shortest journey any blackpoll performs is 3,500 miles, while those that nest in Alaska have 7,000 miles to travel to their probable winter home in Brazil, and we find it showing the maximum difference between length of wing and tail 22.9. The bay-breasted, blackburnian, and yellow warbler, all of which reach South America in their flight, show a difference of 20.3, 19.5, and 18.1 respectively.

"We note that the cerulean warbler, altho it does not go far north, is well proportioned for flight (difference 20.5), and it will be found that the shorter-winged species neither go far north nor to South America.

"I have tabulated measurements for birds of other families, and the same principle seems to hold good in nearly every case, tho, of course, in birds such as swallows and swifts and others especially adapted for continuous flight the points I have called attention to are not noticeable. It would be useless to multiply examples.

"We know that migratory flights are a tax on the strength and endurance of birds, that they cross considerable bodies of water, that in order to arrive in spring with the punctuality which many of them attain, they fly under unfavorable conditions, against adverse winds, in stormy weather, and are often found exhausted by the struggle. Perhaps if we recall some of the cases of warblers in distress we have witnessed or read of we remember that long-winged species fared better than the shorter-winged. It is logical to conclude that by natural selection nature develops the characteristics of good flight, and the fittest survive.

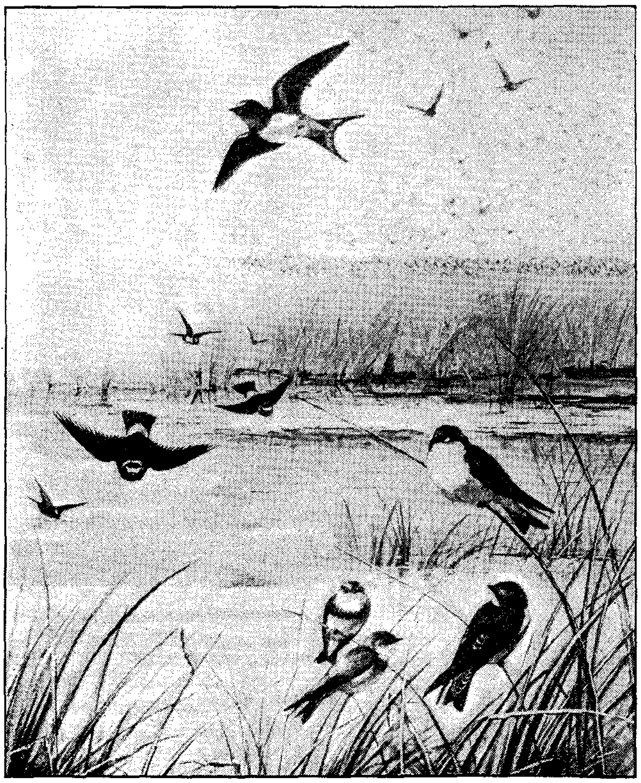
"If birds extended their range by sudden expeditions to some distant point, then we might suppose the long-winged birds had simply beaten the short-winged. Perhaps to some extent this has happened. We may suppose that the starling with its excellent wing and tail for flight will extend its range more rapidly than some bird of poor flight power. But when we look at the table of yellow warblers or of parula warblers the differences in physical proportions are so slight that it seems they could not be, as they are, important factors in acquiring range. They seem rather to be incipient developments that will increase with time.

"The forked tail accompanies the longer wing in our North-American migrants and is an evidence of good power of flight.

"The birds of the West, those of and beyond the Rocky Mountains, while they may go far north to breed, many of them to Alaska, do not go far south in winter, since the climate of our Southwestern States and that of Mexico is such that food can be procured at that season. Their migratory flights are so much shorter than those of our Eastern birds that they have generally poorer proportions for flight, these conditions being particularly noticeable in the birds of the Southwestern States, where so many are resident. This region, then, is the metropolis for long-tailed, short-winged, large-billed, and large-legged birds. The Florida races are of the same sort but much fewer in numbers.

"Life for the bird is mainly a struggle for food, and this implies a struggle for room, for extension of feeding-grounds and breeding-places. In this struggle those with good flight abilities and vigor are found to have the widest distribution, for it is written in the book of birds that the long-winged shall inherit the earth."

SERVING MINING-TOWNS BY AIRPLANE—Faced by impassable barriers isolating them during the winter season, and desiring to keep in touch with the outside world, miners in the Sierras, says *Flying*, have urged upon business men the establishing of an airplane line which would be an all-year-round service medium. It goes on:


Courtesy of the Metropolitan Museum of Natural History, New York.

THE SWALLOW IS BUILT FOR FLIGHT.

"The tail of the barn-swallow, deeply forficate, is part of nature's ornamental scheme, where elegance of form and beauty and great ease of flight are combined."

"To test out the idea, local men sent an airplane over a tentative route. With Pilot Eldredge at the wheel and carrying two passengers, the plane made a circuit of approximately sixty miles over the mining region, landing just fifty-one minutes from the time of starting. Heading first for Colfax, the plane passed over the following places where mining is being conducted: Morning Star, Iowa Hill, Birds' Flat, Little York, You Bet, Red Dog, Nevada City, and the Grass Valley district. The most of these places are off the railroad and on very poor roads, and it is estimated that it would require eight hours to reach them with the most powerful automobile. The cost of fuel and oil for the trip was calculated at $3.18. It is stated that small mines are often forced to close down by reason of breakage of machinery and difficulty in getting in repairs, thus losing valuable time. To overcome this, an airplane service has been suggested."

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ONE OF THE SUPERIOR POWER BIRDS.

The gull has the spread of pinion, short tail, and bill that go with long endurance in flying, and while his feet are bigger than the tern's, he can tuck them up gracefully.

NEW BUILDING MATERIAL—A new patent recently taken out in Austria by Dr. Rudolph Ditmar, of Graz, for an inexpensive building material is described in *The Scientific American* (New York). It is designed, we are told, to relieve the shortage of dwellings, which is felt there as well as here. The process is not strictly new, being based upon a system long employed by the Chinese and Japanese. We read:

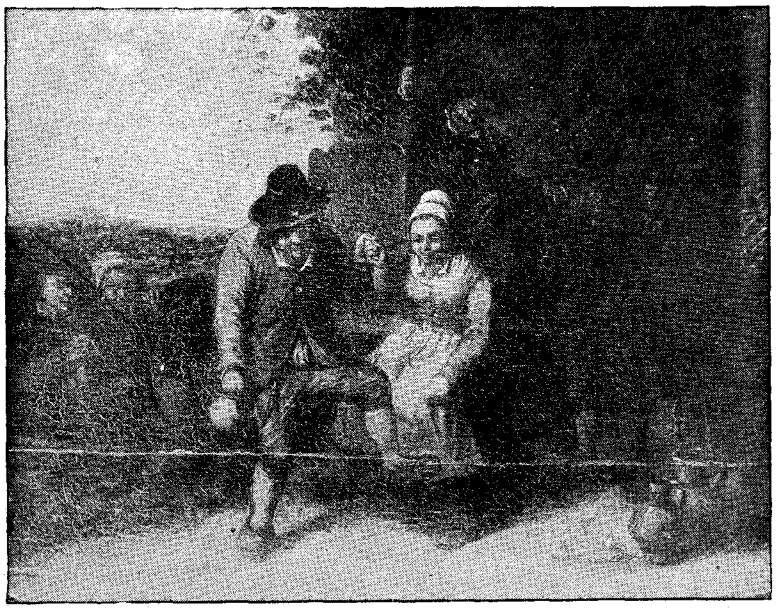
"The inventor begins by placing two sheets of wire netting parallel to each other at a suitable distance and binding them together with wire. The receptacle thus formed is then filled with gravel sufficiently coarse not to pass through the mesh of the wire. The outer side of the netting is then covered with thick concrete which penetrates the meshes of the wire and unites with the gravel immediately in contact therewith, to form a layer in which the wire netting becomes embedded. After these outer slabs of concrete have hardened the gravel in the middle can be poured out and the space which it occupied filled by asphalt, tar, paraffin, or any other desired filler. Such a substitution is especially useful for the construction of the walls of ships or buoys or other articles where lightness as well as strength is demanded. The inventor claims several advantages for this kind of building material, including cheapness, the saving of more valuable material, and the readiness with which the hollow concrete slabs can be shipped to places difficult of access, such as mountain resorts. Furthermore, houses thus built can readily be 'wrecked' without the use of explosives. They also provide an easy means of insulating the system of pipes which supply the building and furnish excellent protection against extremes of cold and heat. He claims, too, that there is no sweating of the concrete."

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

A NEW TERROR FOR PICTURE FAKERS

SCIENTIFIC ART CRITICISM, slowly and laboriously developed, has suddenly been dethroned by a device of physical science—the x-ray. Picture fakers no longer have the expertness of the critic in his application of the methods of comparison to fear; they are looked clear through and all that they have sought to conceal is dragged to light. The first researches that brought into use this new detective agency were made in Germany in 1914. Since then both Dutch and French scientists have developed the original theory, and finally the French expert, Dr. Chéron, has obtained results "still more definite and more remarkable." So says Miss May Tevis, in *The Scientific American Monthly* (February), giving also some account of these results. The success of the experiments on pictures with the x-ray depends on the nature of the original surface. Wood and canvas, to which oil paints are oftenest applied, are highly transparent to the ray, so also is the "priming" or "sizing" of very old pictures, which is a composition of carbonate of lime and glue. Modern artists use white-lead, which is more opaque, and the x-ray at once distinguishes the old from the new. The pigments of the ancients and the moderns show also a great difference. The former used mineral colors almost exclusively, while the painters of to-day depend upon colors derived from vegetable sources or from the anilin group. "The metallic paints used by the old masters are much more perceptible under the x-rays than modern paints made of vegetable and anilin dyes," says Miss Tevis. Before showing what has and may be achieved in detecting picture frauds which had formerly depended almost solely upon the astuteness of the art critic, we must trespass on the domain of the science department to explain how the rays work:



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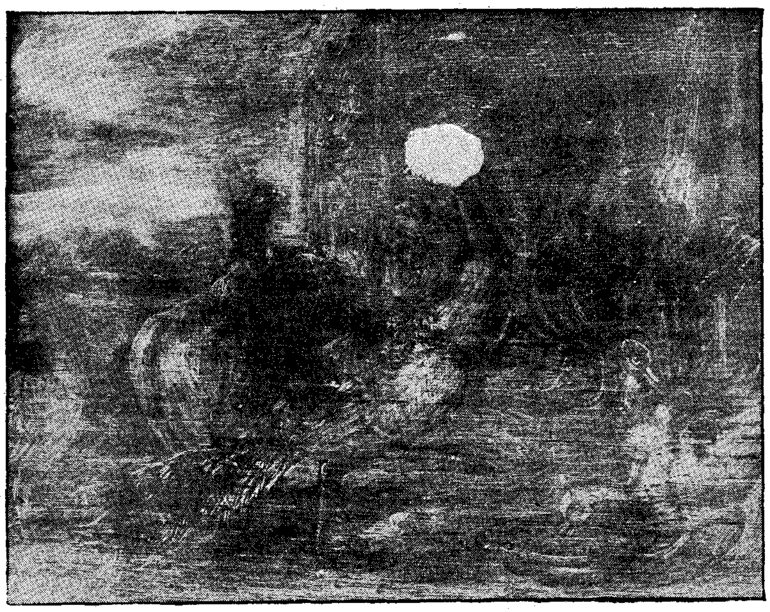
ATTRIBUTED TO VAN OSTADE,
A Dutch painter who died in 1685.



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RADIOGRAPH OF THE ABOVE, SHOWING THAT IT WAS PAINTED IN MODERN COLORS OVER AN OLD PAINTING OF A BARNYARD SCENE.

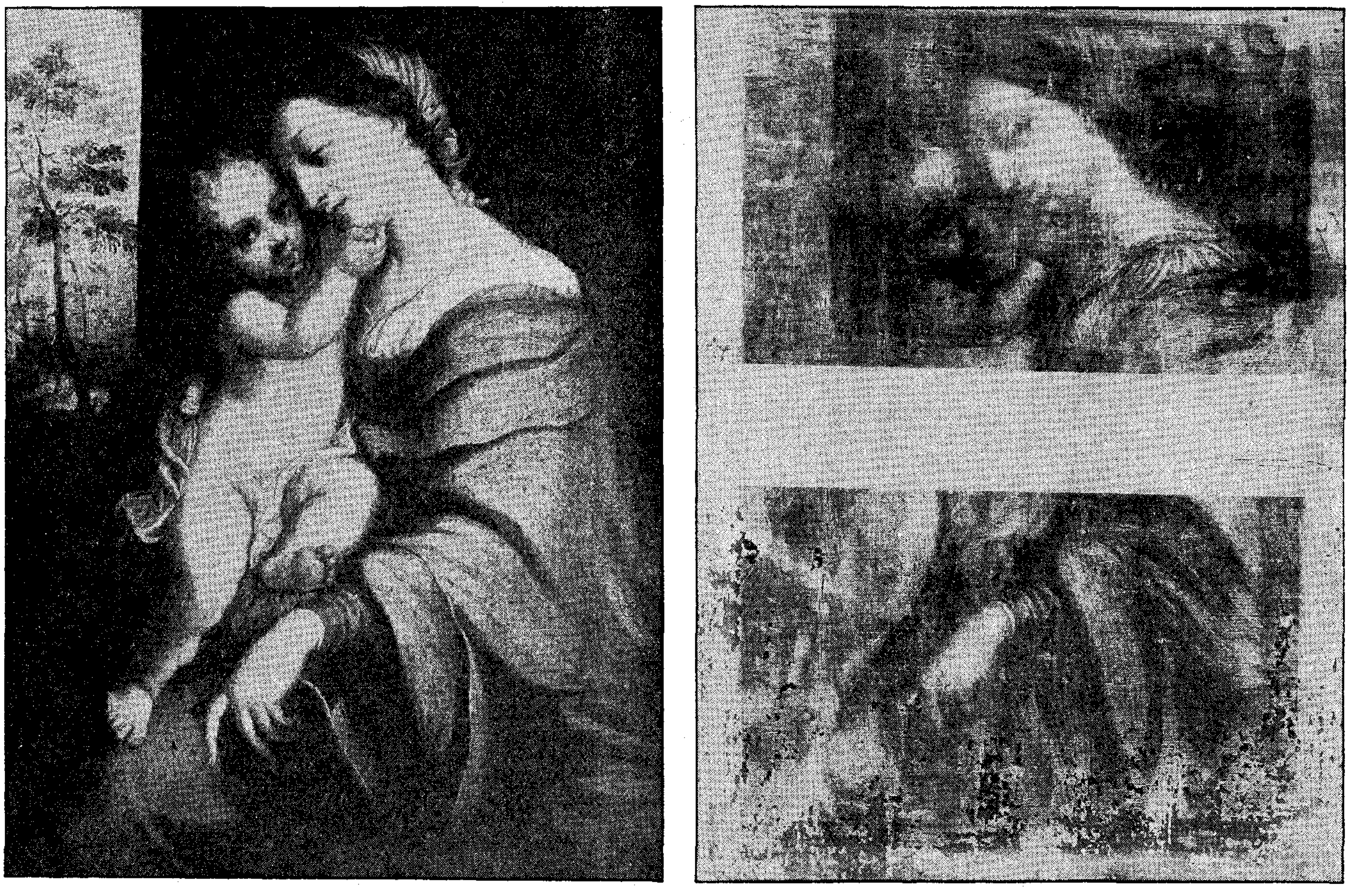
Note the two peacocks in the center foreground and the ducks at the right. The white spot is a lump of wax on the back of the picture. Above and below it may be seen very faintly two of the heads in the later picture.

"Pigments vary greatly in their density and, consequently, in their degree of transparency to the x-rays. Some of them, like white, are now, and have always been, indeed, composed almost exclusively of heavy salts such as those of lead or zinc; hence they present a serious obstacle to the passage of the rays. Most of the blacks, on the other hand, including bitumen, which is much employed by painters for certain purposes, are extremely light, and, therefore, readily allow the rays to pass. Between these two extremes we find a long series of the most various atomic weights among colors, from the very light carmine to the heavy chrome yellow, ranging through cobalt blue, ultramarine, burnt sienna, Verona green, English vermillion, and orange.

"But a number of colors, as we remarked above, which were formerly composed of mineral salts, such as most of the reds, for example, are frequently prepared nowadays from materials of plant origin, which are much more transparent, as is madder, for example. The same thing is true of colors having an anilin base.

"It is obvious that in order to obtain a satisfactory radiograph with comparatively clear outlines and a sufficient degree of contrast between the dark and the light areas two factors are all important. In the first place, both the surface to be painted and the coating or sizing spread upon it before the pigments are applied must be transparent to the x-rays. Secondly, the colors must be comparatively opaque, at least in the case of those whose contrasts form the images portrayed.

"Very luckily it is



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REVEALING THE PATCHES ON A TIME-WORN CANVAS.

Photograph of "The Madonna of the Star," a seventeenth-century painting, and radiograph showing the marred original as it must have appeared before restoration by a modern artist.

precisely these conditions which we find in the pictures of the old masters in general. Modern pictures, on the other hand, very commonly reverse these conditions, since the sizing employed is comparatively opaque while the pigments are often considerably more transparent. Under these conditions the images produced will be more or less faint and indistinct—sometimes, indeed, they are so shadowy as to be almost invisible. The writer remembers seeing one such radiograph in which the canvas looked almost bare, tho the picture it was made from represented a brilliant flower arrangement with effective contrasts of color and of light and shade.

"It is for these reasons that radiographs throw a most valuable light upon the probable age of a picture, so that after devoting some study to their observation in the case of authentic paintings of a given era, or by the hand of a known painter, the connoisseur can readily detect modern 'fakes' or rectify an honestly made mistake with regard to a picture wrongly attributed to a given school or master."

The radiograph goes even further in the appraisal of an old picture's value. It reveals, we are told, "the ravages and defacements which it may have undergone from time to time during the centuries since its author laid down his brush, no matter how skilfully these have been concealed by the process known as retouching." For—

"The very fact that retouching is done at a later date than that of the picture's origin and usually by a different hand makes it highly probable that all the materials employed in the repair work, whether the pigments, the sizing, or the canvas itself, are of different manufacture and different atomic weight. When this is the case the repair work will show up in the radiograph in the form of spots of definite outline. Sometimes areas of a picture are discovered in this manner to be by a later hand tho the presence of retouching had been absolutely unexpected until the magic rays revealed the evidence of early injury and skilful repair. Possibly some of our public museums and private owners will be none too anxious to submit their more doubtful treasures to the too penetrating vision of this modern mechanical detective of fraud, the *x*-ray tube. How painful to discover that a cherished Flemish or Italian masterpiece reputed of the fifteenth or sixteenth century in date was really the product of twentieth-century skill and fraud. On the other hand, there is at least a possibility that a banal piece representing early Victorian taste, let us say, has been painted on top of a misprized masterpiece of earlier date.

"An instance of fraud is here illustrated. The picture in question shows a scene of festivity—a party of merrymakers playing upon musical instruments and dancing. The work is Flemish and was formerly attributed to Van Ostade. The radiograph made of this picture is very surprizing and curious. The gay party of dancers have all vanished into thin air, except for the ghostly heads of two of them which can be dimly discerned in the middle of the image. In place of them we see upon the proof tolerably clear outlines of the figures in an entirely different painting—one of a barnyard scene which had evidently been previously painted upon the same panel of wood. The figures of two peacocks, two ducks, and a couple of chickens can be quite plainly seen. This barnyard scene is apparently quite old, since there is no opaque sizing to disguise the outlines of the figures. The supposed or faked Van Ostade is probably modern, since all its colors, except for the blues, are almost uniformly transparent to the *x*-rays.

"Another interesting picture examined in this manner by Dr. Chéron not long ago is the picture of 'The Royal Infant at Prayer,' hanging in the Louvre Museum and ascribed to the French school of the fifteenth century. The curators of the collection had reason to believe from certain documents in their possession that the original background of the picture had suffered great deterioration and that this had been hidden or masked about a century ago by the application of the uniform black background seen in it at present. The radiograph taken by Dr. Chéron brilliantly confirmed this hypothesis. . . . . . .

"'The Madonna of the Star' is also an admirable illustration of the effectiveness of the *x*-rays in revealing the outlines in an authentic picture of early date, the figures being quite clearly visible. Across the middle of the radiograph there is a band of white showing that the original must have been damaged at this point and restored by an artist using modern pigments. The radiograph also reveals deterioration at the bottom of the picture, which was restored in comparatively recent times."

GERMANS BADGERING LORD BACON

SOME OF THE ATROCITIES with which Germany familiarized us during the war were ingenious as well as brutal; the brutality has disappeared with the coming of peace, but the atrocities seem to persist. The London *Times* suspects a Teutonic effort to prove Queen Elizabeth a Hohenzollern, tho the method is somewhat roundabout. Berlin dispatches inform us that "a large circle of literary and scientific men and women at Weimar" listened to the exposition of a theory which aims to establish Lord Bacon as the son of Queen Elizabeth. The suggestion is not new, but the present expositor, Mrs. Anna Deventer von Kuhnow, "described as a writer and historian and some years ago a practising physician in New York," claims that "she has had access to the secret archives of the new Record Office in London and with her own eyes had read documents which had hitherto been carefully hidden and finally almost forgotten." The New York *Times*, which prints the dispatch, gives in summary the lady's argument:

> "According to these documents, she says, Queen Elizabeth was married to Robert Dudley, January 31, 1561, in Lord Pembroke's house, in the presence of several witnesses. The same day the Queen was delivered of a son, who it was decided by the royal mother and the bridegroom should be killed.
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> "But Anna Bacon, wife of Nicholas Bacon, afterward Lord Keeper of the Great Seal, begged so touchingly to be allowed to keep the baby that Elizabeth consented, very reluctantly, on the Bacons's oath never to reveal the secret of the child's parentage. Later, however, a rumor of these occurrences spread in Court circles and was traced to a certain lady in waiting, who, with sixteen other garrulous members of the Court, was executed.
>
> "Elizabeth's boy grew up in the Bacon family, who had named him Francis, and when he was sixteen accidentally discovered the secret of his parentage. When Elizabeth heard this she sent him away from England, appointing the sixteen-year-old boy Secretary to the British Ambassador at the French Court, where Francis remained until recalled to England by the death of his foster-father in 1579.
>
> "Mrs. von Kuhnow further stated that she had seen all the documents concerning the Bacon family at about that time, but had found no record of the birth of Francis. In his 'Minerva Britannia,' printed in 1612, Bacon in a cipher repeatedly referred to himself as a prince, the heir to the throne, and Elizabeth's first-born, said Mrs. von Kuhnow, and she asserted that Francis Bacon's correspondence with his foster-brother, Anthony Bacon, also contained much evidence of his real parentage.
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> "The lecturer assured her audience that the same secret archives in London contained evidence that Robert, Earl of Essex, whom Elizabeth had executed, was her second son by Dudley."

The London *Times* regards the proposition as a "German twist" to the "Bacon-Shakespeare myth," and adds:

> "We do not know who first invented this ridiculous libel on Sir Nicholas Bacon, a man of substance and position, and on his second wife, Ann, daughter of Sir Anthony Cooke. Their characters and lives were known to all the world, and they had no secrets. In his last will, drawn up by his own hand, their illustrious son wrote: 'For my burial, I desire it may be in St. Michael's Church, near St. Albans—there my mother was buried.' These words should satisfy normal persons. But even those who believe Bacon to be the author of Shakespeare's plays should be convinced that a man would not have referred to his own mother as 'a fair vestal throned by the West,' or have described her as 'in maiden meditation, fancy free.' None the less, the Baconians, doubtless thinking that the ascription of royal parentage to Bacon would strengthen their argument, elaborated the story. Mrs. Gallup, of Detroit, Mich., for example, in her 'Biliteral Cypher,' made Bacon disclose his birth, recount the marriage of his 'father, Robert Dudley, Earl of Leicester,' to the Queen, and refer to his 'brother the Earl of Essex.' Many fantastic embroideries have been added by other hands, as, for instance, that Bacon was born before the marriage of the Queen, Essex afterward, that Bacon had a congenital malformation which would have excluded him from the succession, and so forth. But the German lady, in her credulous dislike of England, has something new to add. She alleges, as evidence for the parentage of Bacon, a document rescued from the Record Office by means not revealed. The British authorities, she asserts, have jealously guarded this sinister secret. But German efforts have now established that Shakespeare is Bacon, and Bacon the son of Queen Elizabeth. We await with impatience the crowning discovery—that Elizabeth was a Hohenzollern!"

A YEAR WHEN "STRIKING SELFS" "CAVORTED IN PRINT"

"BOOKS WITHOUT A SMILE" was the appraisal, stated briefly, of the output of 1920, which we reproduced from an English source in our issue of January 29. A more philosophical appraisal is made by a writer in the New York *Evening Post*, who looks upon the outstanding books of last year as exploiting "two very diverse types of personality—the personality of very egoistic egoes and the personality of the crowd." A distinguishing difference is seen in the two countries separated by the Atlantic, but the writer accounts for this by the reactions caused by the differing severities of the war. He says:

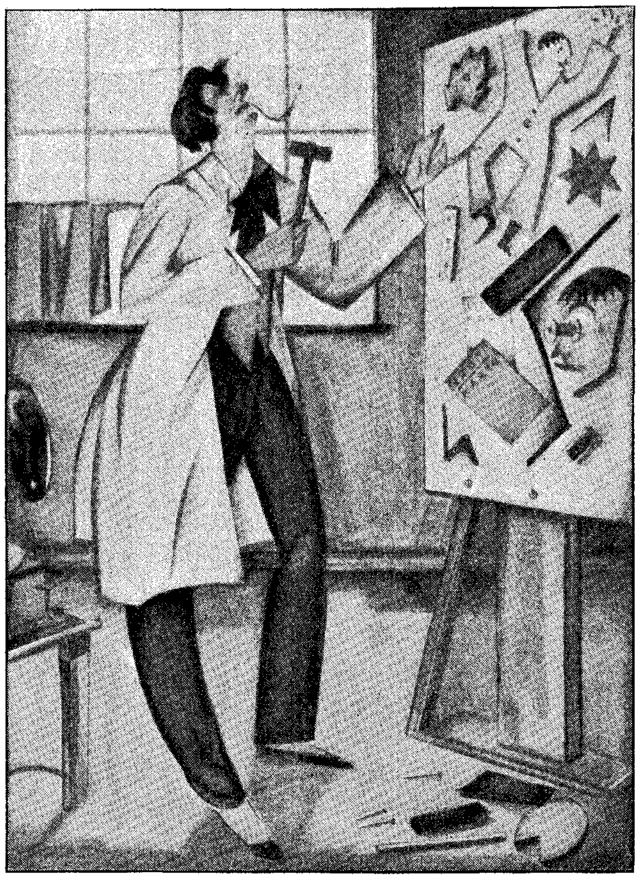
> "Not within recent memory have so many striking selfs turned, twisted, and sometimes cavorted in print. It has been a great year for memoirs, autobiographies, letters, but these are the expected maturings of colorful lives, altho chance and the ending of war have made the crop unusually abundant. The Jameses, the Adamses, Bok, Roosevelt—here is personality enough to satisfy even a magazine editor. Yet more significant, so probably the scholar will feel, are the books of a different character, books which reflect 1918–20 instead of the life of a past generation, books in which we feel a more restless egotism, a display of acerbated personality, sparkling, scintillating, glowing greenly under the influence of some special stress, perhaps the stress of nerves gone twanging after the tensity of war.
>
> "Such a book is 'Margot's Diary,' such was Repington's, such are the last chapters of Wells's 'Outline of History.' Such a twanging of the chord of self is perceptible in a few, a very few, American novels, Ernest Poole's 'Blind,' perhaps, and the 'Domesday Book' of Masters. But the vibrant ego, escaped from convention and ricocheting across society, is an English manifestation chiefly. It was to be expected after such a war."

The personality not of an individual, but of a crowd, is the other feature of the 1920 books:

> "Even if we neglect the many books whose purpose is the scientific analysis of crowd psychology, there are still powerful evidences that this has been a prevailing interest of 1920. Wells's history, in its social aspects, is a study of crowds, racially, culturally, spiritually, economically, determined. That is its chief differentiation from earlier world histories. Mrs. Wharton's 'Age of Innocence' is a notable study of crowd psychology, done creatively, not analytically. Sinclair Lewis's 'Main Street' owes its vogue quite as much to its successful attempt to depict the herd instinct of the American small town as to its narrative art. A dozen other instances, American, most of them, could be added, in which the personality of caste, group, profession, or type has been the moving interest of the book. The war apparently has released individualism, especially eccentric individualism, in England; has in some obscure way increased the consciousness of class, race, nation in the United States.
>
> "Probably this difference between west and east of the Atlantic is this year accidental. Probably the fireworks of Mrs. Asquith, the cracklings under the luncheon-pot of Colonel Repington, are due to the unstable equilibrium of nerves in postwar England. Once every so often eccentrics, like Cellini and Casanova and Borrow and Thoreau and Mary McLane, are impelled to unburden themselves of meditations grown too prickly for keeping. But the interest in group psychology, to use the colorless psychological term, is not so accidental. Literature seldom does what we expect it to do, but this is precisely what we should have expected from a war that stiffened race, class, national consciousness everywhere. Nor is it strange that this effect should have apparently been greatest in the land most remote from the conflict. As a nation we believed ourselves devoid of group distinctions. Our eyes were suddenly opened. And now we are pathetically eager to learn the psychology of our unsuspected aggregations."

FIGHTING FOR THE LAST WORD IN ART

SINCE THE "NUDE DESCENDED THE STAIR" at the Sixty-ninth Regiment Armory in 1913 art has furnished few real thrills for us, remote from the real centers where art thrills are born. The picture painted by Marcel Duchamp drew people in regiments to this exhibition to see the Nude's curious acrobatic feat. A painter of the same school named Pablo Picasso has just now set London puzzling along similar lines; but he is really by this time something of a back number. People call him a Cubist; but those who march at the head of the procession have taken up other banners. The Futurists who once held by Cubism have progressed through that to Dadaism, and now their restless leader, Marinetti, has produced another ism for them in the form of "Tactilism." Whether he is preparing the art world for a return upon itself is not yet revealed, but Mr. Bernard Berenson long ago used the term "tactile values" to describe the power a painter has so to project his image in space that one is able visually to "feel all round" it. Later-day Tactilists, however, employ no such imaginative faculties. This newest movement might have remained safely in the studios but for a row which it seems to have precipitated with the Dadaists, who did not relish being supplanted. A Paris dispatch to the New York *Times* tells us all we know of the new terror:



THE TEUTONIC DADAIST.

The German apostle of the new art tacks his bread- and meat-cards on the canvas among other odds and ends, including a patch of near-silk (*nach Seide*). —H. O. BINDER in *Jugend* (Munich).

> "Tactilism, in the opinion of the Dadaists, is 'just rot,' and in true Futurists' fashion, for they are descendants in the direct line, they scoff at all allegiance to their former leaders and poured scorn on Signor Marinetti when he tried to expound his great discovery before them.
>
> "Tactilism, it should be mentioned, is all of touch which, according to the Futurist leader, has been sadly neglected by mankind. As much esthetic and imaginative pleasure, he declares, can be had from touch as from sight, smell, or hearing. But touching real things is not art. There is, of course, a pleasure in holding a cold stone to the forehead and breast, a pleasure in feeling the waves curl and beat on the body or in a hot bath. But Tactilism has not really anything to do with these matters. At least they are only the beginning. Marinetti arranges objects which, touched successively, tell a whole story just as a poem or a sonata unfolds itself.
>
> "Thus he had square inches of different kinds of clothes to represent the lightness and gaiety of the French people which is conveyed to senses and brain by touch. When one comes to a strip of silver paper one knows one is crossing the Seine, while a score of other places and impressions of the capital, including the bustle of traffic, are supposed to be conveyed by brushing the fingers over clothes of different texture—at least to those whose nervous systems are properly organized.
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> "To all this 'rubbish' the Dadaists, who make music with combs in schoolboy fashion and pretend at least to gaze enraptured at smudges of color quite unlike anything except an accident, objected violently during Marinetti's speech. Both sides, however, are quite content so to fight, for in that way they make all the more noise in the world."

The Times discovers editorially that Tactilism even in Marinetti's sense is about the oldest new thing art could furnish. "No doubt the Greek Hedonists 'discovered' the notion, and it must have been known to Sardanapalus and pale Semiramis." *The Times* hints to a conspiracy to cause agitation outside the inner circle:

> "Doubtless by arrangement, those other posing mystificators, the Dadaists, pretend to be disturbed by Tactilism. They say it is foolish, in which case it is the same thing as Dadaism. That Zurich-born progeny of a syndicate, French, German, Spanish, and what not, has been declared officially by one of the most illustrious of Dadaists, Francis Picabia, to mean nothing in the world, 'absolutely nothing.' That being the case, why does it squeak and gibber so much? If it would take up 'Tactilism' and drop all other forms by which it amuses itself and bores the world, the world would be much obliged."

If the past ten years have not yet informed some of those eager pilgrims to the Armory what Mr. Duchamp was about they may or may not learn something from Mr. Wyndham Lewis, who interprets his friend Picasso for the London *Daily Mail*. Mr. Lewis will be remembered for adding to the horrors of war by publishing *Blast*, but after two numbers gave up competition with the guns. Now he shows his London public how it may "converse usefully" about such painters:

> "The question that almost any member of the English public would inevitably ask Picasso (whose Cubist paintings are now being exhibited at the Leicester Galleries, London) if he or she met him would be: 'Do you really see things like that, Mr. Picasso?' For this member of the public would say to himself: 'Since a picture is an imitation of nature (artistically untidy, it is true, and "hand-done," that being where the art comes in, otherwise it would be a photograph), and since this painter shows us what he calls a Woman sitting in an Armchair, whereas it is clearly nothing of the sort (tho what it is I can not tell), therefore, evidently when Picasso and myself examine a lady sitting in an armchair we must see very different things.'
>
> "Well, first of all, Picasso's eyes assimilate exactly what his (probably fair) questioner's eyes assimilate when confronted by a lady sitting in an armchair. Did he see things in the sense in which his questioner implied that he might, he could not get about the town; he could get through no door, and he would tumble down every flight of steps he came to, and incessantly hurtle into people he met in the street. Yet we know that he does none of these things.
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> "Picasso, just as you do, sees the lady sitting in the chair. But his eye at once begins a delicate play with the lines and masses of this lady. The actual phenomena of nature are so much clay to be attacked, reshaped, emphasized by his eye.
>
> "Nature is not a formless mass to him: it is a mass full of rich suggestions for his brush or pencil. But it is a world arranged by nature for practical purposes, for the purposes of getting through doors, descending and ascending stairs, eating—and painting, and not arranged for the delectation of his eye. His eye, and subsequently his brush and pen, rearrange it into the synthesis of a world where these necessities do not control the settling and shaping of the lines and masses."

THE CHURCHES VS. THE OPEN SHOP

THE CATHOLIC CHURCH, the united Protestant churches, and the largest Protestant denomination have united with labor in condemnation of the open-shop movement, and a definite issue between thousands of manufacturers and employers on the one hand and the official spokesmen of the Christian Church on the other has apparently been raised. The tides of controversy run high. It is charged by the supporters of the so-called "American plan" of employment that the Church, in thus taking up the program of labor, is interfering in matters entirely beyond its concern. But a Methodist minister testifying before the Senate Committee on Education and Labor insists that "anything that has a broad bearing upon humanity, like hours of labor, working conditions, and rates of pay, is the business of the Church." With this view of their duty in mind, the Commission on the Church and Social Service of the Federal Council of Churches of Christ in America, the social department of the National Catholic Welfare Council, and the social-service committee of the Methodist Church have issued statements upholding labor's contention that the open shop, or "American plan of employment," is in reality but a camouflaged campaign for a closed shop, "a shop closed against members of the union"—and warning us of dire perils should it be established. Any such step, we are told, must occasion alarm, and Christian leaders, "listening to the rumbles of distant thunder," point to conditions in Europe as a warning example of what may happen here should a crisis be evoked by the present agitation. While advocates of the "American plan" contend that the laborer will be free to work when and where and for whom he pleases, the Church replies that the movement for the open shop will mean the return to wage slavery and the loss of all that has been, and may be, gained from collective bargaining. There is a wide-spread conviction that an attempt is being made to destroy organized labor, says the Federal-Council statement, and "any such attempt must be viewed with apprehension by fair-minded people." To pledge a man against affiliation with a union, we are told, "is as unfair and inimical to economic freedom and to the interest of society as is corresponding coercion exercised by labor bodies in behalf of the closed shop." Therefore,

> "It seems incumbent upon Christian employers to scrutinize carefully any movement, however plausible, which is likely to result in denying to the workers such affiliation as will in their judgment best safeguard their interests and promote their welfare and to precipitate disastrous industrial conflicts at a time when the country needs good will and cooperation between employers and employees."

In the Catholic statement likewise is found the conviction that the present drive is not merely against the closed shop, "but against unionism itself, and particularly against collective bargaining. . . . Should it succeed in the measure that its proponents hope, it will thrust far into the ranks of the underpaid body of American working people." So

> "To aim now at putting into greater subjection the workers in industry is blind and foolhardy. The radical movements and disturbances in Europe ought to hold a lesson for the employers of America. And the voice of the American people ought to be raised in the endeavor to drive this lesson home."

Warning is also uttered by the Federation for Social Service of the Methodist Church. In a statement prepared for that body by its secretary, Dr. Harry F. Ward, and its president, Bishop Francis J. McConnell, we are told that when we consider what has happened in the steel industry it seems "quite clear that the success of the present open-shop campaign would mean the establishment of a closed shop—closed against union labor, and would return large numbers of wage-earners to the living standards of sweated industries." Furthermore—

> "In the light of what is now happening in certain local mining districts in West Virginia, we regard it as certain that the consummation of this open-shop campaign will perpetuate and increase chaos, anarchy, and warfare in our industrial life, will intolerably delay the development of constitutional democracy in industry, which the churches have declared to be the Christian method of industrial control."

The whole open-shop campaign is simply an attempt to hoodoo us, thinks *The Herald of Gospel Liberty* (Christian), which says it is "simply audacious presumption upon the ignorance or the indifference of the masses of the American people to call their objective 'the American principle of employment.'" In the opinion of *The New World* (Catholic),

> "The fight is against organized labor, no more, no less. If an applicant for work must pledge himself against joining a union, or a union man is refused employment, or a man who, while employed, joins a union and is discharged, we may be pardoned from regarding this as the great boon of the open shop. This is about the type of freedom we might expect in Russia."

It is time that the Church entered into this particular controversy, thinks the Sioux City *Daily Tribune*, which rejoices that no longer can it be called a "namby-pamby institution, timorously shunning all conflict." Opposition to the "American plan" is welcomed, for, in the opinion of this newspaper, "the closed shop has become firmly entrenched in the American industry, and its removal would be attended by all the pain and danger of a major surgical operation."

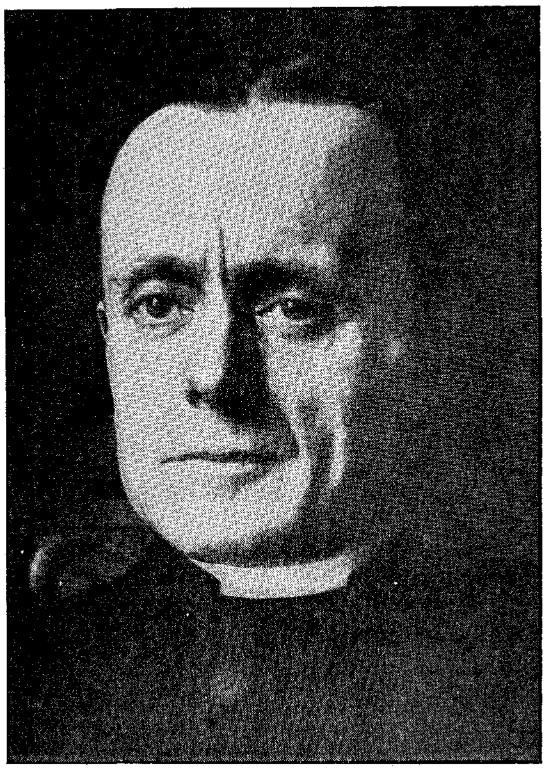
But *The Manufacturers' Record* argues that the open-shop movement is not against labor, as Church statements would have us believe. Furthermore, the Federal Council, as an organized attempt to represent the entire Protestant churches, is "without excuse for existence," we are told, and, therefore—

> "It has no right to speak for the religious life of this country, and its attempt to influence the nation against the open-shop movement is an insult to the business people of this country who are in favor of the open shop and whose religious convictions, we venture to say, are founded on a deeper religious life than those who undertake to direct this organization in the hope of developing an ecclesiastical autocracy such as that on which men of the same spirit threw away $9,000,000 of other people's money in their effort to build up the Interchurch World Movement.
>
> "The open-shop movement is a movement for the freedom of a man to work untrammeled by the dictates of radical labor-leaders. It is the only basis on which there can be freedom and liberty and independence on the part of the individual employee or employer. The aggressive leadership of rank socialistic labor-union men in trying to destroy the open-shop right of every man to work when and where he pleases and for whom he pleases, and the right of an employer to employ whom he pleases unbossed by an unprincipled gang of radical walking delegates, must be the foundation on which to build the safety and the permanency of this Government."

These church attacks on the open-shop campaign are not relished in all church circles; we find *The Presbyterian of the South* (Richmond), for instance, declaring that "this is a matter of business, which the Church or a Council representing it has nothing to do with."

"WHY IS A BISHOP?"

SIMPLY BECAUSE THE CHURCH "must have some one to go around and say grace at banquets," was the answer one rector made to this query in a moment of levity. But the question is one which has been very seriously debated of late in the pulpit, in the religious journals of several denominations, and in the secular daily and weekly press—the above caption appearing more than once in the head-lines. It is recognized that in these difficult and critical times the Church requires more of its leaders than the personal piety enjoined by the Apostle. The discussion, of course, is called forth largely by the death of Bishop Burch and the election of William T. Manning as his successor in the important and conspicuous Protestant Episcopal diocese of New York. But new occasions teach new duties to bishops of more than one denomination. "The day of the old-fashioned bishop with his bag of 'sugar-stick' sermons is past," said Bishop Nicholson, of the Methodist Episcopal Church, not long ago in Chicago. In the last eight years the character of the Methodist episcopacy has been changed completely, he explained. "Bishops used to be selected for their pulpit qualities, for their ability as preachers; the modern bishop must be both a man of God and a business man, an administrator."



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"OUR DIVISIONS ARE SIN,"

Says Dr. William T. Manning, new Protestant Episcopal Bishop of New York, whose election is expected to aid the cause of church reunion.

The vacancy in the Episcopalian diocese of New York brought from *The Living Church* (Milwaukee) a demand for bishops who are "leaders," who may make mistakes in leadership, but who will not "drift" or "play safe." It brought from *The Churchman* (New York) what a lay editor calls "the most remarkable editorial to appear in a religious journal in years." *The Churchman*, in brief, declared that New York would get an efficient, consecrated man for its new bishop, but would not get what it really needs, a glowing leader, wedded to poverty, with a vision and a clear call from God, a new Loyola or St. Francis of Assisi, who could tell not only New York, but the whole war-embittered world how to satisfy its "great religious hunger" by the simple gospel of Christ's Kingdom of Brotherly Love. In a Fifth Avenue church, an Episcopalian rector formally submitted a "bishop's platform" pledging the ideal bishop to social reform and the modernization of church creeds and worship. Even the New York dailies took part, Mr. Hearst's *American* calling loudly for an "American" bishop for an American city.

Dr. Manning, rector of Trinity Church, New York, was born in England and came to this country at the age of sixteen. Despite the Hearst opposition to a "British" bishop—or perhaps partly because of it—he was chosen by the diocesan convention. The most important effect of his election, it is thought, will be an added impetus to church union. The bishop-elect has led this movement within the Protestant Episcopal Church. He has recently published a book entitled "The Call to Unity," in which he outlines a vision of "a Christianity united by a common bond under the leadership of Christ." He declares that "our divisions are not only waste and folly, they are sin." He predicts that unity will finally come, not "by way of submission or absorption of others into any one of the existing communions. It will come by concord, not by conquests; by mutual and equal fellowship, not by 'unconditional surrender.'" *The Churchman* is convinced that the new bishop "will make a signal contribution to the work of church unity, first in his diocese and next throughout the whole Church in America." Dr. Manning, we are told, was not elected "because of his winning personal qualities or his administrative ability." The Concordat, an arrangement with the Congregational Church by which the clergymen of the two churches can stand on something like an equal footing, "had not a little to do with making Dr. Manning Bishop of New York":

> "He saved the Concordat. Whatever the Concordat may be worth, the man who fought for it, as did Dr. Manning, can be trusted to carry the spirit of that venture of faith into some program of church unity upon which the Episcopal Church must enter in this generation. Low churchmen, broad churchmen, and churchmen without labels voted for Dr. Manning because they believed that he had the courage 'to do something' in the cause of unity besides talking about it."

The Churchman thus finds a definite reason for congratulating the church on the bishop that is to be. Let us turn to its editorial vision of an ideal Bishop of New York which appeared just before the election. Such a bishop, it admits, "doesn't exist." "At the close of the war," it begins, Christian people and clergy were praying passionately for "a new world." Reaction may have been natural enough for the world in general, "but it was not natural for the ministers of Christ to forget the vision that was bought with the blood of 30,000,000 brothers or more"—

> "Clear as a flaming beacon it is written in the Gospels that we ought to love. Since the war there has been given to the Church of Christ the most romantic, chivalrous adventure for humanity that ever fell to the lot of men. What seared the romance in our hearts? Who have been talking loudest during the past two years? People who are afraid. In the babel of merchants' associations, national civic federations, patriotic societies, not a whisper has been heard that sounded like St. Francis or Loyola. Those who should have uttered the beatitudes were dumb."

And what has this to do with a Bishop of New York?

> "The next Bishop of New York must build the cathedral, we are told. A cathedral is the last thing which this great city needs. It is filled with stone, and brick, and mortar. Is there religion enough among us to be housed in a mighty nave? If we have the Gospel, a tent will serve our needs. If we do not trust Christ, cathedrals are only a mockery. And we do not trust him. We put our trust where civilization is staking its confidence—in the power of money!
>
> "A bishop who will wed poverty would make a glowing leader. He would not get money for missions or great churches, or parish houses and charity; but he might get something which money has not brought us—he would get the ear of millions of his brothers who want to be told how we can speed the Kingdom of God, dry our tears, and fill our hearts with confidence and hope. Money is the one power that the Kingdom of God can do without. No Church has ever believed that, except the early Church and the monastic movements in their years of light. Money can

not save the American people, or bring in a better world. If New York would put her trust in Christ, we should not need to worry about budgets for missions. The whole world would take note of the wondrous thing and fall at the feet of Jesus.

"The civilization that is struggling for its life to-day is more afraid of the Gospel than of all the forces of evil put together. The people who love the world as it is are afraid that the Church will apprehend Christ. New York needs a bishop who will go forward penniless to seek him. New York has not exprest a desire for such a bishop. New York would be panic-stricken should God send him to her."

TO HELP THE BROTHER IN PRISON

"I WAS IN PRISON, and ye visited me not," is a condemnation that the Church may have earned at times. In earlier days the man who went behind the bars was lost to the Church as well as to the world. A few evangelists might attempt to teach him the error of his ways and offer him spiritual comfort, but to the organized Church, generally speaking, he was beyond the pale. That attitude toward the imprisoned sinner has changed in recent years, and various religious agencies have set about not only to improve the convict's general environment, but also to bring him a message of cheer and spiritual inspiration. Another effort in this direction is being made in Atlanta, where, according to *The Christian Century* (Disciples), several ministers have formed the Churches' Prison Association to watch over the spiritual welfare of the prisoners in the Federal penitentiary in that city. One of the considerations behind the movement, we are told, was that the prisoner would receive more help from the religious organization that influenced him in childhood than from some society whose vocabulary is strange and which awakens in him no memories of other and better days. A study of the denominational preferences was made, and proves interesting. We are told that—

> "Nearly every religious denomination has brethren in this prison. The largest number, 551, claim affiliation with the Baptist Church. The Roman Catholics have 483, and the Methodists the third largest number, 348. The Holiness Church, whose members profess to be beyond sin, have two members who seem to have been mistaken in their assurances. Even so young a denomination as the Christian Scientists have 9 of their brethren in this prison. The study of the prisoners by age is also significant. Under twenty years of age there are 195; between twenty and thirty, 850; between thirty and forty, 466; between forty and fifty, 245; and over fifty, 142."

The work of the churches is divided into two general divisions: one for the prisoners in confinement and the other for those who are released. But—

> "The first and most obvious thing is the personal visit on the part of some Christian person. It is the hope that many religious men in Atlanta may take under their spiritual care some person of the same denomination. Besides visitation, there is correspondence, and a much larger circle will be enlisted to write letters. These letters will open up personal problems and give much ethical advice and religious instruction. . . . . . .
>
> "The churches will hope also to cooperate with the prison night school in providing occasional lectures. Men who are pursuing higher studies in the night schools often need books which they can not procure. These books will be furnished so that no ambitious man will be compelled to lose entirely the years which he spends in confinement in expiation of his offenses against the law.
>
> "The work for the discharged prisoner is even more urgent, for it is in this period that so many men with good intentions slip back again into the evil ways of the past. Prison discipline is not always conducive to the formation of strong, self-reliant character. These men will, as far as possible, be provided with positions and surrounded with brotherly oversight until they get firmly fixt in these positions.
>
> "The families of prisoners are also the subjects of concern on the part of the churches. Many people come to Atlanta to visit their loved ones in the prison. The churches will endeavor to locate these people wisely and look after their needs."

THE "GOLDEN RULE" PRESCRIBED FOR BUSINESS

"READ THE SERMON ON THE MOUNT, and go back to work," a Western business publication sternly advises "big business" and the "laboring classes" if they would relieve the present economic distress. What may be termed the great default is due, some business leaders are now asserting, not only to sharp changes in the law of supply and demand and the upset caused by the war, but as well to broken contracts, loss of faith, and an overweening desire for wealth. *The Presbyterian Advance*, one of several religious papers concerned over the situation, hears that more than $250,000,000 has been lost by business during the past few months because of "loose contracts," and that broken pledges include millions' worth with foreign governments. The situation is rendered the more acute by the closing of shoe- and cotton-factories and woolen-mills, strikes in the coal-fields, restrictions in certain branches of industry, and the consequent additions to the already long list of unemployed, much of which trouble, it is claimed, could have been prevented by an honorable observance of ordinary obligations. Political changes, it is asserted, will effect some relief; but leading business men themselves urge that the real remedy does not lie in political method but in the general application of the Golden Rule. Following his election as president of the Boston Boot and Shoe Club, Oliver M. Fisher, a shoe-manufacturer of Newton, Mass., said, according to the press, that on account of its success this country has been "the wonder of the world," but that "we have lost the balance and have given far more attention to the material side of life than its importance warrants." We are, he said, "becoming an irreligious people, which means an irresponsible people, responsible to neither God nor man. We are still following the same tactics as we did in the war, but for personal greed." There is no respect for pledges abroad, tho "it is most essential to preserve the highest standard of business ethics in foreign trade as in domestic commerce." We must recognize that—

> "Our whole commercial structure rests upon the sanctity of contracts, and they in turn upon solemn moral and religious obligations. If our country is to endure it must rest upon the eternal principles of justice, truth, and simple honesty in our dealings with other nations. The background of a religious life will make our contracts sacred, all obligations binding. We can talk about prosperity, but prosperity is of little account and can not exist without a fine sense of honor and an enduring respect for our obligations—in other words, the maintenance of good faith. We all want prosperity, but our honor is more important. Indeed, real permanent prosperity is impossible without honor. We need a deeper religious conviction underlying every walk of life."

It "is as true to-day as it was in the time of the Pilgrims or in the time of St. Paul, that godliness is profitable for this life as well as for that to come," comments *The Christian Work* (New York). *The Presbyterian Advance* quotes F. H. Barker, an official of the National Association of Credit Men, as saying that "loose business practises" manifest "a surprizing lack of moral fiber." This indicates, says the Presbyterian weekly, "that, when put to the test, the business world seems not to have developed such a high moral sense as was supposed to exist therein, and that the need of that little world—it is 'little' when compared with the welfare of the whole race—is good, old-fashioned religion." The Seattle *Business Chronicle* suggests "an old-fashioned religious revival and a baptism of pentecostal fire. A little more regard for the sacredness of contract and then a lot of self-denial and intelligent expenditure of both time and money. Kick out the sociological quacks, read the Sermon on the Mount, and go back to work. All will yet be well—for those who survive." Now, these "hard-headed, cold-blooded business men" admit that former standards have broken down, observes *The Lutheran*, and "they say that to depend upon these standards for guidance is to fail, even of material success."

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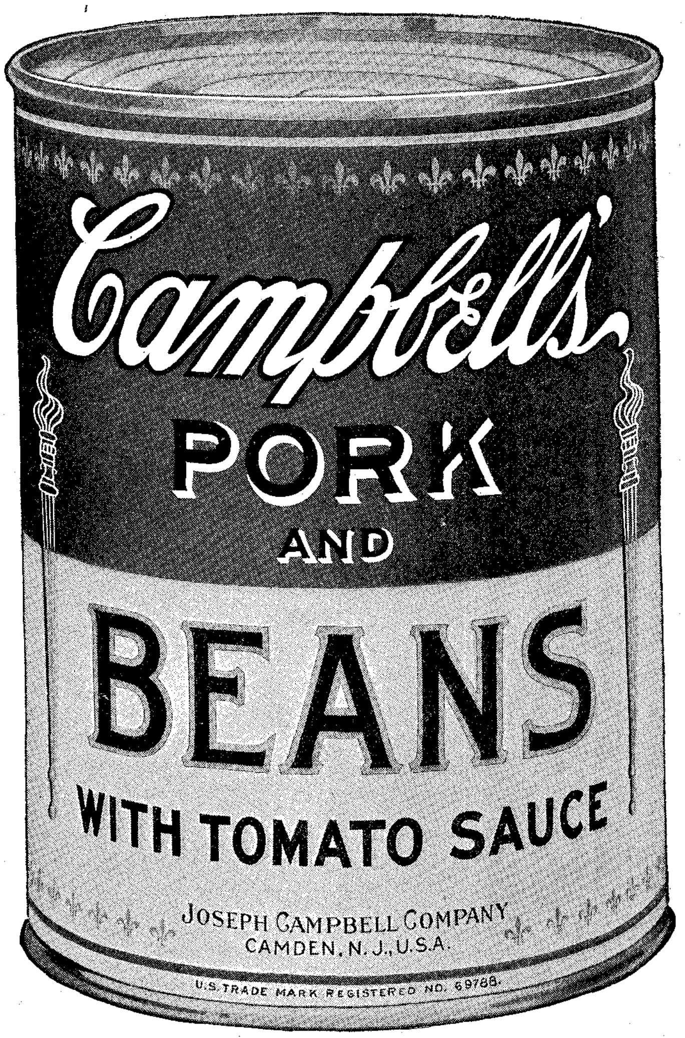
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CURRENT - POETRY

THE NATION divides its poetry prize between James Rorty and Roy Helton. Both are satirical of the world to-day. Mr. Helton with less bitterness. We can not give space to both, so choose the shorter. "F. P. A." in the New York *Tribune* opines that "each of the winners ought to split their winnings with Mr. Vachel Lindsay":

MAY JONES TAKES THE AIR

By Roy Helton

May Jones of Filbert Street is walking into town.
Dead Czar Nicholas, wailing for your crown!
Live Bill Hohenzollern chopping cedars down!
Turn heads, bow heads! Divers of the sea,
Rise from your pearl-beds and twist your backs
with me!
Bent backs, flayed backs, backs of black and
brown—
May Jones of Filbert Street is walking into
town!

Silkworms crawling for her dimpled knees!
China winds that twist the berry-trees!
Lilies of the valley—hiding from the bees—
Saving up a drop of gold to kiss her silver gown!
May Jones of Filbert Street is questing into
town!

Eve in the garden talking to the snake,
Spare a bite of apple core, for your daughter's
sake!
Cæsar, spare the men of Gaul lest time's heart
should break!
David King, be heedful what dark-haired wives
you take,
What proud sons and girls you get to pass your
beauty down!
May Jones of Filbert Street is walking into
town!

Proud queens, old queens, pale and dead and fair,
Who will be waiting to match her beauty there?
The night is nailed aloft with gold—the wind is
on her hair,
And love is searching through her eyes; if time
has love to spare
Bring love! Show love! Raise it like a crown!
May Jones of Filbert Street is walking into
town!

Nations are marching. Cities yet unseen
Roar on the pavements where her feet have been:
New worlds! Wise worlds! Worlds all gold and
green!
This is your birthnight. Rain your splendors
down!
May Jones of Filbert Street is walking into
town.

These lines in the New York *Evening Post* dedicated to Humor set the feet dancing, and do a double service in appealing to the senses as well as the mind.

HUMOR

By Laura Benet

A fairy dances
In upland pastures,
Picking tart crab-apples,
Swinging low;
Twisted and green,
Elfin-mouthed, lean,
His feet may be chained
They are never slow.

He slyly peeps under
Bushes of wonder,
Hunts for thistles
In hedgerow trees
And straight thereafter
Tickles to laughter
Solemn asses
On bended knees.

Where his sharp wits go
Occasions grow,
The blind see meadows
Of waving corn;
Men mazed with talking
Find lost hopes walking
When he conjures roses
Out of a thorn.

The Sitwells, three or four brothers and sisters who write poetry, have created a kind of school among English poetry "fans" of to-day. *The Athenæum* (London) shows that the sister has humor:

ON THE VANITY OF HUMAN ASPIRATIONS

By Edith Sitwell

"In the reign of King James I., the aged Countess of ——— met her death, at the age of a hundred and forty years, through falling from an apple-tree."—*Chronicles of the Times.*

In the cold wind, towers grind round,
Turning, turning, on the ground;

In among the plains of corn
Each tower seemed a unicorn.

Beneath a sad umbrageous tree
Jane the goose-girl I could see,

But the umbrageous tree behind
Ne'er cast a shadow on her mind—

A goose-round breast she had, goose brains,
And a nose longer than a crane's;

A clarionet sound, cold, forlorn,
Her harsh hair, straight as yellow corn

Seemed; her eyes were round, inane
As the blue pebbles of the rain.

And Jane the goose-girl said to me:
"There's been a sad catastrophe.

The aged Countess still could walk
At a hundred and forty years, could talk,

And every eve in the crystal-cool
Would walk by the side of the clear fish-pool.

But to-day when the Countess took her walk
Beneath the apple-trees, from each stalk

The apples fell like the red-gold crown
Of the kings that the Countess had lived down—

And they fell into the paven pool.
The grandmother fish, enjoying the cool

(Like the bright queens dyed on a playing-card
They seem as they fan themselves, flat and hard),

Float in their long and checkered gowns;
Darting, they searched for the red-gold crowns

In the castles drownèd long ago
Where the empty years pass weedy-slow,

And the water is flat as equality
That reigns over all in the heavenly

State we aspire to, where none can choose
Which is the goose-girl, which is the goose . . .

But the Countess climbed up the apple-tree—
Merely to see what she could see

Because to persons of her rank
The usual standpoint is that of the bank."

The goose-girl smoothed down her feather-soft
Breast: "When the Countess came aloft

King James and his courtiers, drest in smocks,
Rode by, a-hunting the red-gold fox,

And King James, who was giving the view-halloo
Across the corn, too loudly blew;

And the next that happened was—what did I see—
But the Countess fall'n from the family tree!

And King James could only see it was naughty
To aspire to the high at a hundred and forty,

Tho if, as he said, she aspired to climb
To heaven, she certainly has, this time!"

And Jane the goose-girl laughed: "Tee-hee—
It was a sad catastrophe!"

Lincoln's Birthday should never pass without a new recognition of the great man's gifts. *Life* (New York) brings forward this one:

LINCOLN

By Laura Simmons

Surely upon his shoulders, gaunt and worn
The seamless garment touched, invisibly!
Surely he came upon Gethsemane!
And was there not one single piercing thorn
From that dark wreath of anguish, for his brow?
Within that grail of bitterness, we know
Was held one drop that he alone must drain;
While from the crowd, the stinging jibe again—
With lurking thrust that sped him to his fate.
Friend of the friendless, meek, compassionate—
Ours be the tragic grief—the haunting thought:
"He dwelt among us—and we knew him not!"

At this season when fortunate wanderers, grown fewer in later years, may visit Egypt and the romantic lands of the near East, *The Athenæum* (London) gives to us home-keepers a picture that does not fail to convey the sense of romance:

THE SILVER TREE

By Francis Keppel

I wish that I could see one night
That tree in Cairo, near the Nile,
On which at dusk the egrets light
And sleep awhile.

At earliest dawn they fly away
Into the desert—who knows where?—
And the great, dark-leaved tree all day
Stands blossom-bare.

But when dusk folds the Citadel
Within Mokattam Hills, it brings
To that expectant tree the thrill
Of homing wings.

Down the long reaches of the Nile
The silver birds come winging home,
Past Boulac and Gezireb's Isle,
Past mosque and dome.

And suddenly the tree is drest
In a white radiance of bloom,
As bird on bird drops down to rest
With folded plume.

The lovely moon upon her way
Looks down, and watches with delight
The silver tree, so bare by day,
Blossom all night.

A Petition For Better Roads —

To Our Road Officials

Whereas the roads in this vicinity have been a source of expense and inconvenience, due to mud, dust and ruts; and

Whereas these roads have been the cause of

(1) *high taxes* to cover cost of frequent repairs;
(2) *high cost* of hauling due to added time required and necessity for carrying underweight loads;
(3) *loss* of business to local merchants;
(4) *loss* of business to our farmers who cannot compete successfully with farmers in neighboring good-roads communities;
(5) *depreciation* of property values;
(6) *inadequate* schooling for children due to lack of good roads.

Therefore We, the undersigned taxpayers, do hereby petition you to consider means of correcting the aforementioned conditions, by construction of *good roads*, and

We Recommend Tarvia Roads, because we have had an opportunity to observe the economy and the benefits Tarvia Roads have brought to other communities. We are convinced that Tarvia is the quickest, surest and *most economical* way to all-year-round roads, free from mud, dust and ruts, and proof against water and frost.

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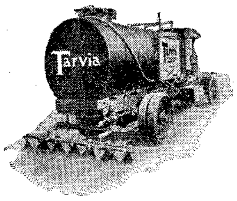

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PERSONAL · GLIMPSES

CAP'N STREETER, OF STREETERVILLE, GIVES UP

HE HAD THE DAUNTLESS SPIRIT of which heroes are made, and, if vanquished at last, he yielded only to overwhelming force. "Cap'n" George Wellington Streeter, late autocrat of the "Deestrict of Lake Michigan," joined issues with "the power of capital, the law's delays," the City of Chicago, the State of Illinois, and the Government of the United States in his attempt to secure ownership of the bit of land which he claimed on the Chicago lake-front. Wealth and power, possibly the laws of the land also, were against him, and his recent death finally put an end to the unequal struggle. His old plug hat, which was his constant companion during his fighting years, was carried, like a helmet, on top of the flag-covered coffin in which he went to his grave. The Cap'n at last, and for the first time, had "given up."

A DISCOVERER AND PIONEER.

Cap'n Streeter, here shown with Mrs. Streeter, during a recent visit to Chicago, died the other day, after fighting half a lifetime for the bit of Chicago lake-front upon which his sailing-ship was wrecked.

"It was a heavy storm, kicking up the waters of Lake Michigan, which began an Iliad that extended through years of court battles, pitched fights with the police, terms in Joliet and the Chicago City Prison, and finally ended in the temporary vanquishment of Cap'n Streeter and his retreat to the canal bank of Indiana." So a Chicago *Tribune* reporter begins the story of "the ancient mariner of Streeterville," who, says the Springfield *Republican* in a sympathetic editorial, "not only contributed to the picturesqueness of life, but has been a means of straightening out some of the legal tangles concerning the status of real property." Going back to the time when the Cap'n, somewhat like Columbus, discovered and claimed a piece of land, the *Tribune* reporter continues:

> Upon a sand-bar at the foot of Oak Street, his boat—the *Reutan*—was tossed, and when the wind subsided and the waves grew calm he and his wife, Maria, found themselves upon a small island of sand. They decided to remain. That was in the summer of 1886.
>
> In time the watery gap between the mainland and the *Reutan* filled up with sand. Land grew to the eastward also, until more than 100 acres of white waste had sprung up around the Streeter craft. To this the Cap'n made claim and gave the name "District of Lake Michigan." No part of Illinois was his domain. No, sir; 'twas a separate commonwealth, under the direct jurisdiction of the United States Government, and as such he stoutly held out against the encroachments of "Gold Coast" Chicagoans.
>
> The first battle occurred in July, 1889, when five constables sought to evict Streeter and Maria. The latter drove them from the "deestrict" at the point of rifles, and in no uncertain terms informed the world that death would be the portion of him who sought to interfere with the majesty of the Cap'n.
>
> A glance at the circular issued by William N. Niles, "military governor of the District of Lake Michigan," is sufficient to gain proper enlightenment on the true conditions.
>
> "About this time," reads the manifesto, "the millionaires whose palaces stretch along the Lake Shore Drive awoke to a realization that directly under their front windows property was being built up worth more than their entire lake-front holdings. One lone and practically friendless man was all that stood between them and possession. True, their maps showed where their own boundary-lines were located, and there was no law which gave them possession of Lake Michigan. But the land was worth millions of dollars, and a means of securing it must be evolved.
>
> "Like medieval barons, they banded together for pillage and robbery. Captain Streeter was ordered to vacate the property. He refused. Others saw the justness and strength of his position and legal claim and joined their forces and fortune with him."
>
> Among the millionaires who organized against the Streeter forces were Potter Palmer, N. K. Fairbank, and Gen. Charles Fitz-Simons.
>
> Battle No. 2 occurred in 1899. Five coppers, executing a *coup* extraordinary, managed to capture the Cap'n in an unguarded moment.
>
> "Now we gotcha. Come along, you," said the leader proudly.
>
> The next instant consternation was written large upon the policeman's features. A kettleful of boiling water, maneuvered by the able hands of Maria, had been turned upon them. In the confusion that ensued the Cap'n grabbed his rifle, and the battle was over.
>
> The following twelve months heard several shots fired in the dangerous precincts of the "deestrict." Once Samuel Avery attempted to build a fence upon forbidden land, and a peppering of bird-shot was his reward. The Cap'n and Maria rode through the court victorious.
>
> A month later the "military governor" objected to the presence of Barney Baer, late captain of police, and sent two bullets crashing through the officer's buggy before he got out of sight. The next day 500 cops surrounded the "deestrict." There was much maneuvering and skirmishing. Finally the entire army of Cap'n Streeter was captured by one lone policeman from Lincoln Park. All were acquitted.
>
> In the years which followed Maria died and the army dwindled and left the intrepid Cap'n almost alone. He married again in 1905.
>
> Three years later the old fellow once more broke into the public prints. Marching down to the foot of Chicago Avenue and finding a gang of workmen engaged in civic improvement, he doffed his famous plug hat and deposed:
>
> "I want to warn you that you are trespassing on my property and that I will have all you men arrested and punished. You may as well stop this work right here."
>
> Once more the Cap'n found himself behind police-cell bars. But, as he himself admitted, that was all in a lifetime and shouldn't bother one a bit.
>
> At this juncture must be recorded the big episode in Chicago's Iliad—the great battle of the "deestrict" which led to the wounding of its leaders and his capture.
>
> 'Twas the fall of 1915 and the Sunday lid had descended upon our saloons. Into the acres of Streeterville to the foot of

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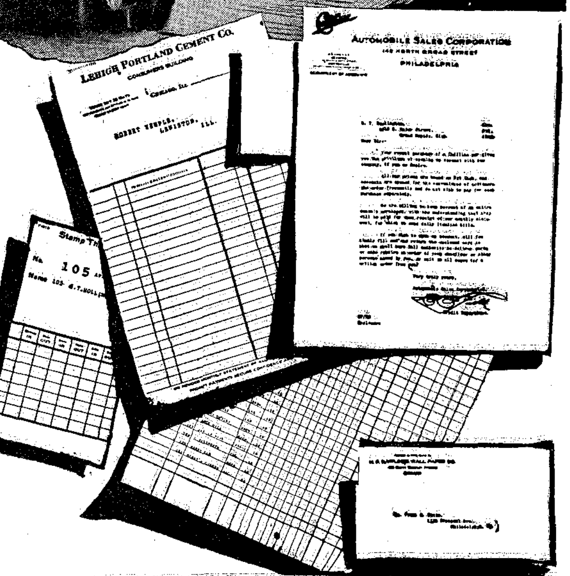
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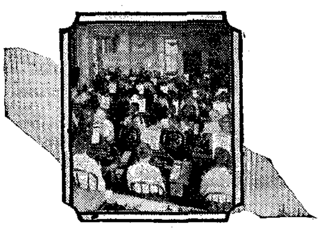
Embossing Station

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Boston, Mass.
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Chicago, Ill.
Cincinnati, Ohio
Cleveland, Ohio
Dallas, Texas
Denver, Colo.
Des Moines, Iowa
Detroit, Mich.
El Paso, Texas
Grand Rapids, Mich.
Houston, Texas
Indianapolis, Ind.
Kansas City, Mo.
Los Angeles, Calif.
Minneapolis, Minn.
Newark, N. J.
New Orleans, La.
New York, N. Y.
Omaha, Neb.
Philadelphia, Pa.
Pittsburgh, Pa.
Portland, Ore.
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(44)

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How to Get Business:
☐ Marshall Field & Co.'s system.
☐ Burroughs Adding Machine Co.'s methods.
☐ How a small retailer profits by it.
☐ How a theater packs its house nightly.
☐ How a Chamber of Commerce booms its city's business.
☐ How a creamery gets the best milk.

Payroll:
☐ Armour & Co.'s shortcuts.
☐ I. C. Railroad's errorless way.
☐ Pullman Car Co.'s system.
☐ Blue Valley Creamery system.
☐ Paycheck writing systems.

Collections:
☐ A small retailer's methods.
☐ Marshall Field & Co.'s way.
☐ The Pilgrim Laundry's system.

Speeding Factory Production:
☐ Aultman & Taylor's factory routing system.

Dividend Systems:
☐ U. S. Steel Co.'s methods.

Routing Shortcuts:
☐ A laundry's methods.
☐ Speeding creamery shipments.

☐ **Free Trial Hand Addressograph.**

A close-up photograph of one of the big Goodyear Cord Tires which equip trucks of the Remington Typewriter Company that haul in New York State between Syracuse, Ilion and New York City, and also go as far as Bridgeport, Connecticut

Copyright 1921, by The Goodyear Tire & Rubber Co.

GOODYEAR

Continuous, Safe, Punctual Hauling on Pneumatics

"The Remington Typewriter Company hauls on pneumatics (Goodyear Cord Tires) because it gets much more hauling done on them in a day, or a month, or a year. In May, 1919, we began an intended six months' comparison, but after 25 days of observation, the results were so decisively in favor of pneumatics that we stopped the test and adopted them for most of our local work and all of our long-distance work. Their record on a 3½-ton truck showed, by comparison, an increase in truck mileage of 195%, and the following reductions—repair and maintenance cost, 99%; labor cost, 70%; operating cost, per mile, 43%. The big Goodyear Cord Tires have delivered mileages up to 17,000."—Leonard Rayburn, Purchasing Agent, Remington Typewriter Company, Syracuse and Ilion, New York

---

THE sturdy motor express hurrying over large stretches of country, in many ways confirms experience like this when it travels on Goodyear Cord Tires.

The spic and span mercantile delivery fleet so shod and serving a city and its environs, similarly demonstrates the value of pneumatic traction, cushioning and spryness.

The scheduled bus, the bulky highway freighter, the business transport with fragile cargo, and the emergency repair truck, all work to advantage on pneumatics.

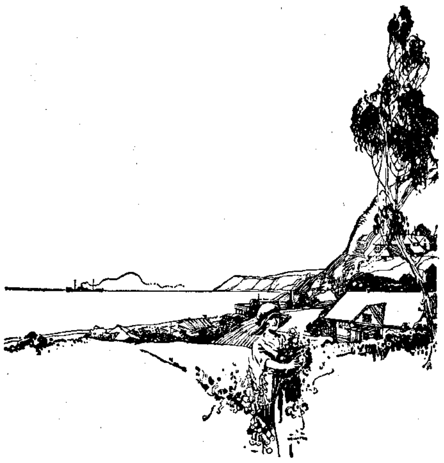
For the many variations of both urban and rural duty, the competent Goodyear Cord Tires supply the basic factors of continuous, safe and punctual haulage.

These elements of pneumatic prowess are made most effective by the stamina of Goodyear Cord construction widely expressed, despite hardships, in exceptional mileages.

Studies of pneumatic savings made by various organizations are mailed on request by The Goodyear Tire & Rubber Company, Akron, Ohio, or Los Angeles, California.

SAVE DRIVERS·LOADS·TRUCKS·ROADS
Haul on Pneumatics

CORD TIRES



"We found roses like those of Castile"

Explorers casting anchor in the blue waters of San Diego bay found year-'round springtime and a reminder of sunny Spain in the wild rose and the warm sea-breeze.

Today, a busy, modern, seaside city of 90,000 residents welcomes each year new thousands who find, as you will find, a healthful, out-of-door life all year, with new recreations for each new day.

You'll find hundreds of miles of splendid boulevards for motoring. Your home will be somewhere among the miles of attractive residences that border the great flower-courted park and overlook bay and ocean.

Golf, sea-bathing, water sports, and a multitude of other congenial diversions make every day a new delight to all who live at

San Diego
California

Through Pullman service is operated between San Diego and Chicago over the *new* San Diego and Arizona Railway, in connection with the Rock Island and Southern Pacific "Golden State Limited." A delightful, mild climate trip through Imperial Valley & magnificent scenery.

This booklet tells more about it. Sign the coupon and get it free by return mail.

SAN DIEGO-CALIFORNIA CLUB,
300 Spreckels Building, San Diego, California.
Gentlemen: Please send me your free booklet about San Diego, California.

Name ____________________

Address ____________________

San Diego
California

PERSONAL GLIMPSES
Continued

Chestnut Street, where stood the castle of the Cap'n strayed thousands of thirsty mortals to quaff a Sabbath stein. The "deestrict," you see, was not a part of Illinois and as such could not be bothered by any prohibitive statutes of the commonwealth.

"It's no use talkin'," asserted the Cap'n. "Streeterville won't never have a chamber of commerce until it has its cabaret. This is a frontier town, and it's got to go through its red-blooded youth. A church and a W. C. T. U. branch never growed a big town yet. Yuh got to start with entertainment."

So he gave 'em plenty of that—hundreds of cases of it, in fact. Then, after three wet Sundays the invaders came. Bullet-holes, blood-stains, and wreckage were left in the wake of the attacking police force. Eight thousand bottles of beer became confiscated goods, and one woman and two men—the Cap'n among them—had to be carried away in a police ambulance.

That was the beginning of the end. Sure enough, the leader of the "deestrict" and his faithful wife went back to their territory to live, but things were never quite the same. One day in December, 1918, the Cap'n and Ma returned to find their castle in ruins. The police had raided, applied the torch, and—

So he became a mariner once again. Eight months later from his house-boat, in the north branch of the Chicago River, Cap'n Streeter stept into public life for an evening to deliver an address before the Dill Pickles.

"The courts tried to get me on everything but adultery, an' I beat 'em every time," he told his hearers.

The ancient mariner's statement is a bit far-fetched, however. Many times and oft he appeared in Federal and State court-rooms to carry on his numerous litigations, but never did he get that clear title to the "deestrict" to which he claimed he was entitled. An ancient document signed by Grover Cleveland was the chief basis of his claim, but, as the "military governor" says in his document—

"The courts gave ambiguous opinions which justified anything and everything. The Federal Government refused to intercede and each department dodged the issue by adroitly referring every question to some other bureau."

So it was that, still fighting, the Cap'n moved his house-boat down to East Chicago that he might establish an Indiana residence and get proper jurisdiction for more Federal litigation. One last attempt to take possession of the "deestrict" was made last September, but a few policemen charged the "military governor" when he attempted to hoist their flag, and he succumbed.

He said his promised army of ex-Yanks had failed to appear.

The Cap'n, dead at the age of eighty-four years on his house-boat, to which he had retreated when driven from the land he had discovered and fought for so long, received some homage from the rich and powerful antagonists who had worsted him. *The Tribune* thus quotes Harrison B. Riley, president of the Chicago Guaranty and Trust Company:

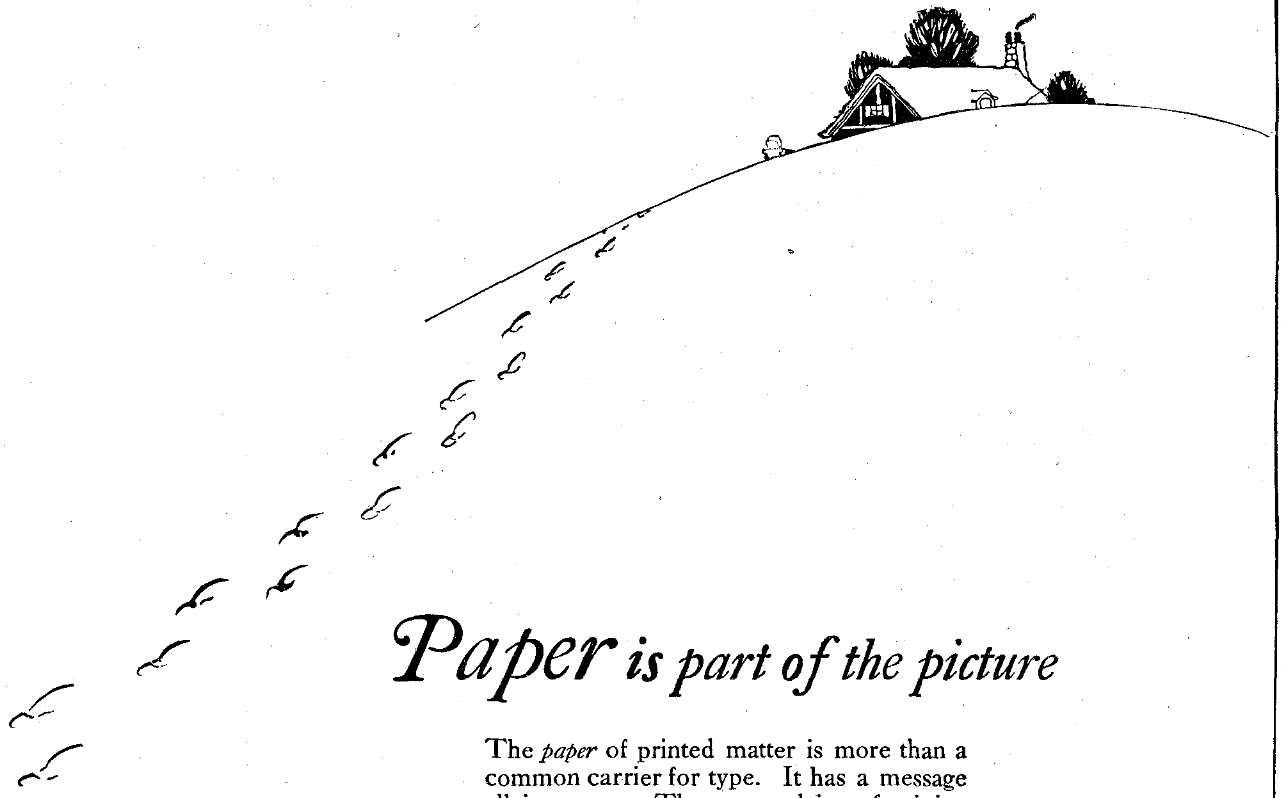
"The Cap'n's ideas of law were somewhat at variance with that of the preponderant legal opinion," said Mr. Riley, "but he was a gallant and able antagonist, nevertheless. We shall miss him more than might be imagined. He kept two lawyers and one vice-president busy for twenty-one years, and promised to continue keeping them employed for a few more.

"As an institution, I should class him as expensive, but picturesque. His jaunty and persistent personality kept his Quixotic contest alive long after it should have died a natural death. May he rest in peace and find his lost 'deestrict' in some fairer land where law courts cease from troubling and title companies are at rest."

SAVING THE WASTE MADE MAGNUS SWENSON'S FAME AND FORTUNE

A DREAM, an undaunted spirit, and a little wooden chest with a few personal belongings consituted all the resources of Magnus Swenson, Wisconsin millionaire and industrial magnate, when he began life in America upon his arrival from Norway fifty years ago as a boy of thirteen. Not only was the lad destitute of this world's goods, but he was half-starved besides. The storm-beaten sailing vessel in which he had crossed the ocean had been twelve weeks on the way and twenty-two of the sixty passengers had died of starvation on the voyage. When he landed, young Swenson weighed only forty-eight pounds. There were no friends to welcome him. But he had come here to make his fortune and he lost no time being sorry for himself. First he set out to acquire an education. Struggling with the new language and other studies at night, he prepared to enter the University of Wisconsin. It is said he went to Madison to take the entrance examination in June and was amazed to learn that the "Commencement" announced in the catalog meant the end and not the beginning of the school year. In his sophomore year, while working during the vacation with a Chicago & Northwestern crew in the Dakotas, he became the fast friend of one "Dick," a fellow workman, the latter being Richard H. Aishton, now president of the Chicago & Northwestern. Graduating in 1880, only some ten years after his inauspicious entry into the country, young Swenson entered upon that remarkable career which was to make him one of the outstanding figures in industrial America. His chief rule in life, we are told, has been, "Save the waste," and this has been the key to his success. It was because of the ability he had shown and the results he had achieved in putting this rule to practical tests that Mr. Swenson was made Federal food administrator for Wisconsin during the war and later was called by Herbert Hoover to act as director of food relief for northern Europe. A brief sketch of Mr. Swenson's career is given by Walter A. O'Meara in *People's Favorite Magazine* (New York), from which we quote:

For three years after graduation Swenson taught chemistry at his *alma mater*, helping to organize the famous Wisconsin



Paper is part of the picture

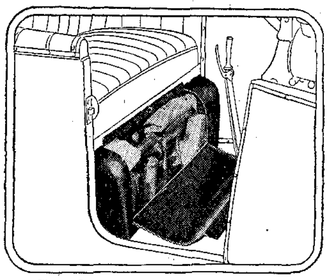
The *paper* of printed matter is more than a common carrier for type. It has a message all its own. There are dainty feminine papers, rugged masculine papers, papers that suggest class, caste and quality—STRATHMORE PAPERS with messages that supplement, and sometimes far transcend the messages in words.

You see this page on ordinary and quite neutral paper. It is a revelation to see it printed on the appropriate STRATHMORE EXPRESSIVE PAPER. Write for the Strathmore Demonstration Set. This is a graphic exhibit of the suggestion-power of paper, type, illustration and color in advertising.

In the meantime, your printer will be glad to help you find the STRATHMORE EXPRESSIVE PAPER that suggests the place, use or characteristics of *your* product in the scheme of things. STRATHMORE PAPER COMPANY, MITTINEAGUE, MASSACHUSETTS, U. S. A.

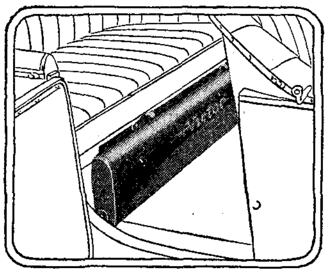
STRATHMORE

Expressive Papers



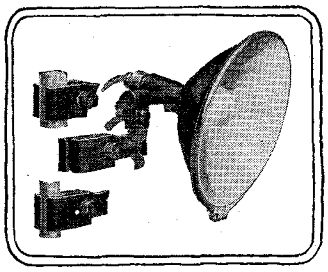
No Lifting Cushions with this Tool Box

Tools kept in this Victor No. 1 Tool Box for Fords can be reached instantly without lifting cushions. Easily attached to heel board of driver's seat. Takes up little room. Holds all tools—pocket for inner tube, and two special shelves for smaller tools. Can be locked. Prevents tools from rattling, and keeps them always handy. Price, $5.00.



Curtains, *without moving from Your Seat*

This is the improved Victor Curtain Holder for Fords, Chevrolets, and Overlands. Attaches to heel board of rear seat, keeping curtains in two neat, compact rolls, where they can be taken out without disturbing passengers. Saves curtains, is wonderfully convenient, and improves appearance of tonneau. Price, $3.50.



This Light Picks Out the Danger Spots

This Victor Spot Lamp adds immensely to the pleasure and safety of night driving. Turns to any angle, right or left. An automatic stop prevents it from blinding approaching motorists. Can be attached instantly to any car—closed or open—by Victor Universal Bracket. Light, durable, attractive. Price, $5.00.

Your dealer can supply you.

THE CORCORAN-VICTOR COMPANY
710 Reading Road *Cincinnati, Ohio*

Victor
TRADE MARK
Serving the Riding Public since 1840

PERSONAL GLIMPSES
Continued

College of Agriculture. Then he started right in to plug some of the leaks through which fortunes were escaping annually.

First he tackled the sugar industry, at that time a rather wabbly business in America.

Number two: the packing plants at Chicago, at that time not the models of economy that they are to-day. When Swenson had finished there was little left but the proverbial "squeal."

Next he went into the Procter & Gamble plant at Ivorydale, home of a famous soap that floats. Here he devised and installed machinery for making glycerin from wasted by-products, and, incidentally, helped adjust the famous percentage to ninety-nine and forty-four one-hundredths.

Followed a long series of similar achievements. On every hand he effected economies—in the manufacture of sugar of milk, caustic soda, paper pulp, glues, fertilizers, and many other chemical products. He began manufacturing labor-saving machinery, and until 1900 conducted a large-scale business in this line.

In 1900, however, he decided to retire, and returned to Wisconsin. The sight of enormous water-power going to waste in the Wisconsin River soon made him restless, and he financed and built the two largest hydroelectric plants in the State, saving two hundred thousand tons of coal a year.

Last year, as director of food relief for northern Europe, he supervised the distribution and sale of millions of dollars' worth of food in famine-stricken Finland. In this work he exhibited a typically American initiative that was widely remarked in the press of the Baltic countries.

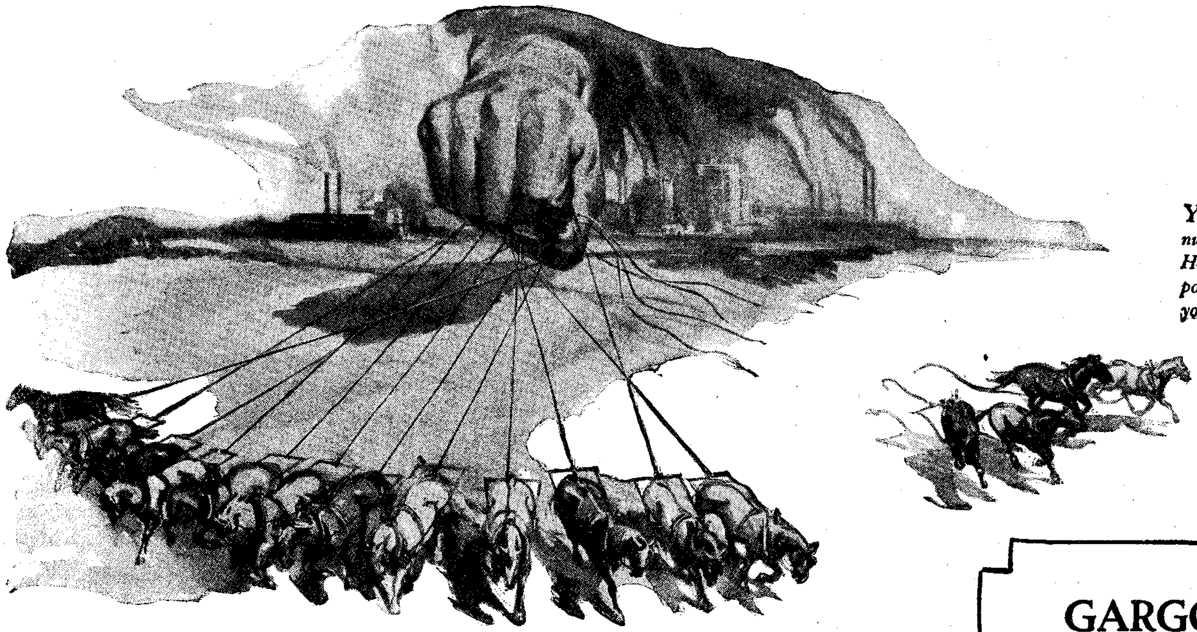
PROFESSOR EINSTEIN AND THE EDGE OF THE UNIVERSE

EVER since Professor Einstein's celebrated theory was handed out to a startled and generally obtuse world, a lot of people have been struggling manfully to find out what it's all about. Whatever long and complex arguments may be advanced in favor of its infinity, Einstein seems to feel it in his bones that the universe is really finite, and this was the main point of the theory advanced by him a few days ago. This has startled the world even more than his ideas regarding relativity, for the picture of a universe with an edge to it furnishes suggestions to intrigue a mind of almost any caliber. Among other things, it has inspired much newspaper comment, most of it treating the subject in a regrettably light and flippant manner. A typical example is an editorial in the New York *Herald*, which holds that Professor Einstein is dangerous when he suggests the possibility of a finite universe. "This is nothing to take home to the little ones," avers the writer, and he goes on:

> It is all very well to say, in the glow of the evening lamp, that it would take a ray of sunlight a billion years to go around the universe. Anybody can get away with that, but when you remark that the universe is probably finite and that space, like winter or a bad cigar, comes to an end, the bright inquiring mind of childhood will begin to function.
>
> For when you come to the end of space what do you encounter? Obviously, nothing. But nobody has ever been able to imagine, much less to explain, nothingness. We know space intimately, having gazed upward at it all our lives. It is comprehensible that it should stretch infinitely beyond the back-yards of Orion and the other celestial families. But no child of seven or seventy can fancy space finally being brought up short against something which can not be visualized. It is all very well for the professors to say that beyond space lies zero, but that will not do for little Willie. He knows what zero is. It is what you look for in the thermometer on cold mornings.
>
> No, for happy-home consumption it is better to lay off this theory of finity, lest the growing mind draw a picture of space bounded by a high board fence, like a baseball park. After making clear to the family Mr. Einstein's general theory of relativity, let the fireside talk stray to minor sky matters such as Betelgeuse. His size is as plain as day. You couldn't wedge the half of him between the earth and the sun. If any hearer tries to complicate matters by saying that, according to Einstein, Betelgeuse and Arcturus may be, for all we know, the same star seen over different shoulders, discourage the disturber. Under the Constitution it has been theoretically impossible for more than a year to see the same star in two places at the same time.

WALT. MASON REVEALS THE SEAMY SIDE OF OPTIMISM

GRIEF and trouble exist, solemnly affirms Walt Mason, the Kansas prose poet. He admits that he has preached optimism for many years in his "patent germ-proof verses," but it seems that he has been doing so with a mental reservation. It is not so much optimism he regards pessimistically, however, as it is the overdoing of it. "In this country," declares Walt, "optimism has been overdone until it has become nauseating." The land is full of persons scattering sunshine, tho it is always to be remarked that they seldom do it gratis. "Few of the sunshine experts work for the love of the game," we are told. It seems that Walt's grouch against the perfervid sunshine purveyors dates from an experience he had with an author of numerous books on optimism, named S. Tillinghast Foxworthy. For many years Mason says he was a sincere admirer of this man, who was known far and wide as Sunshine Sam. Wherever trouble overtook anybody, there Mr. Foxworthy was on hand with his sunshine dope. Mason tells us that when a neighbor named Spry was frozen to death in a blizzard, Foxworthy hastened to his widow and assured her that the loved and lost one would suffer from cold no more. "And after the funeral," adds Walt, "Mrs. Spry got to thinking this over, and came to the conclusion that it implied unpleasant things, and she stept up behind Mr. Foxworthy with a fence-board, and flattened the top of his head with it." But what really turned Mason against his idol, it seems, was an experience he had when



You pay for a certain number of horse power. How much of this horse power actually works for you? How much slips away?

Frictional Loads and Net Profits

Why executives are keeping closer watch on steam cylinder lubrication

THE steam cylinder lubricating oils used in your plant are not a large item of expense. At first thought the question may arise: Why bother much about lubricating oils?

But steam cylinder lubrication has an importance in your plant far out of proportion to the cost of the oil.

It is perhaps the most important single factor in power production.

To create steam power the engine needs coal, water and lubricating oil. Coal runs fairly uniform. So does water. Steam cylinder lubricating oils do not. In quality, two oils which look and test exactly alike may show vast difference in performance—and therefore in net profits. With one lubricating oil the loss of power through frictional load will run up to many horse power. With oil of the correct quality that horse power loss will be reduced by a large percentage.

For example:

Careful comparative tests were made on a 125 h. p. horizontal slide valve engine. The comparative results, using different qualities of cylinder oils, follow:

	Frictional Load	Oil drops per minute
Ordinary cylinder oil	23 h. p.	10
Better grade cylinder oil	20 h. p.	4
The Correct Gargoyle Steam Cylinder Oil	18 h. p.	2

In other words, the Gargoyle Lubricant gained for the manufacturer—on that one engine alone—5 h. p. over one oil and 2 h. p. over the other. And horse power makes profit.

THIS is but one of many hundreds of similar experiences which might be cited. Not only do Gargoyle Steam Cylinder Oils reduce frictional load and yield fullest power, *but they accomplish this result with less lubricating oil.*

Much of the horse power bought and paid for by power users is never converted into useful work. It spends itself as unnecessary friction against the inner metal surfaces of the engine. This wasted horse power cuts down production.

The Vacuum Oil Company, as lubricating specialists, provide a scientifically correct lubricating oil for every mechanical need. A surprising percentage of the lubricating oils sold are mere by-products. They are simply one of many petroleum products secured through distillation of crude stocks. The crude stocks used in producing Gargoyle Lubricants are selected entirely for their ability to yield the *highest quality lubricants.*

We have shown thousands of plants—both at home and abroad—how to get the horse power they pay for instead of losing a large percentage of it up the smoke stack or through needless frictional loads.

It will pay you to write to our nearest Branch for a copy of our Booklet on Steam Cylinder Lubrication.

GARGOYLE CYLINDER OILS

THERE are five factors which influence the service value of an oil used for the lubrication of steam engines and cylinders and valves. These five factors must be taken into consideration before the correct selection can be made.

These five factors are:—

1. The size of the engine
2. The speed of the engine
3. The load carried by the engine
4. The pressure of the steam
5. The quality of the steam

The Vacuum Oil Company offers eight steam cylinder oils as follows:—

Gargoyle Cylinder Oil 600 W
Gargoyle Cylinder Oil Extra Hecla
Gargoyle Valve Oil
Gargoyle Valve Oil Navy
Gargoyle Cylinder Oil Rarus
Gargoyle Cylinder Oil "Z"
Gargoyle Cylinder Oil "H"
Gargoyle Cylinder Oil "M"

Some one of these oils will meet any combination of the foregoing conditions in operation and satisfy all the requirements of correct lubrication of steam cylinders when used as recommended by our Board of Engineers.

We shall be glad to prescribe the correct oil to meet with scientific exactness the lubricating requirements of your steam engine.

Write to our nearest branch

GARGOYLE

Lubricants

A grade for each type of service

VACUUM OIL COMPANY *Specialists in the manufacture of high-grade lubricants for every class of machinery. Obtainable everywhere in the world.* **NEW YORK, U.S.A.**

Domestic Branches: New York Pittsburgh Minneapolis Des Moines Detroit Indianapolis Philadelphia Chicago Boston Kansas City, Kan.

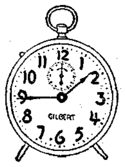
Illustrated—new thin model; thirty hour ***continuous*** *alarm. Height 6¾ inches, with artistic radium hands and dial.*

Night Time

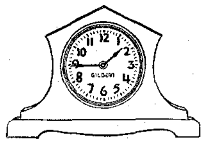
WHAT a comfortable feeling of safety in the steady, rhythmic companionship of a Gilbert Radium Clock telling time in the darkness of night. A faithful sentry visibly assuring you that "All's Well!"

Those using Gilbert Clocks gratefully appreciate their quiet, unobtrusive character. Made to keep accurate time with as little self-assertiveness as possible they are the ideal warders of the hours.

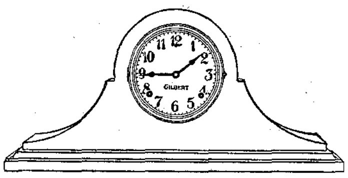
For more than a century this Company has been making good clocks at Winsted—clocks both silent and with voices. There are clocks with plain or radium dials, Cathedral gongs, Normandy chimes, and business-like alarm clocks. All are worthy products of a group of people who have been clock makers for generations.



New thin model; thirty hour ***continuous*** *alarm. Height 6 inches, with plain hands and dial.*



Hand-rubbed mahogany finish for desk or dresser. Dependable thirty hour movement. Height 5 inches and width 8 inches.



Rich mahogany finish, hand-rubbed, with eight day pendulum type movement and Cathedral gong. Height 9½ inches and width 21 inches.

William L. Gilbert Clock Co.
Winsted, Conn.

"Makers of good clocks since 1807"

Gilbert Clocks

PERSONAL GLIMPSES
Continued

he bought his first automobile. The somewhat fanciful tale is told in *Hearst's Magazine* (New York):

> The salesman gave me a few lessons in driving it, and then turned me loose to work out my own salvation. I was hitting up a pretty fair clip along a country road when I beheld a big elm-tree loafing around in the middle of the pike. There were a lot of levers and pedals and push-buttons in the car, and I should have manipulated some of them, no doubt; but I was panic-stricken, and the only thing I could think of doing was to toot the horn. This I did, and blew a clarion blast, but the tree was as independent as a hog on ice, and never budged an inch. I don't remember everything that happened after that.
>
> When I recovered consciousness I had one of the wire wheels around my neck, and so many bones were broken that I sounded like shaking dice when I moved; and S. Tillinghast Foxworthy was bending over me with his sunshine smile working like a dollar watch. I heard him saying, as from an infinite distance, that I should cheer up; hundreds of men had been busted up worse, and had lived to pay their income taxes.
>
> My remains were carried home in a horse-blanket, and during the days of suffering that followed there grew up in my breast a profound hatred of Mr. Foxworthy and all his works. One day he came to the door and pushed his head in and began quoting his favorite poem, to the effect that the man worth while is the one who can smile when everything goes dead wrong. I threw a bottle of Dr. Punkman's Peruvian Pain Paralyzer at him, and was glad to hear him howl when it spoiled his nose. That evening I had his books taken away and burned by the public hangman, and felt a lot better.
>
> I had the services of the best veterinarian in town, and soon recovered my health; but while lying on my couch of pain I considered this optimism stuff in all its bearings and came to the conclusion that is the poorest excuse for a philosophy that has been unloaded upon a trusting public.

Some people think sunshine is a modern product, says Mr. Mason, but it dates back a long time. He refers to an intolerable hero in one of Dickens's books named Mark Tapley, who was always jolly no matter what happened to him. Walt opines that it was only Dickens's great pull that enabled him to put Mark across, and he is inclined to the further theory that this Dickens story set some thoughtful American to thinking what a fine graft this jolly business would make, and he forthwith went out and organized a "Don't Worry" club. Further:

> He hired a hall and told his audience there was no such thing in the world as trouble, and pinned nice little badges on their coats, and they went forth, and organized "Don't Worry" clubs, and hired halls; and so the foolishness was spread over the country and a false, shoddy, absurd optimism flooded newspapers, books, discourses, sacred and comic songs, and made the country ridiculous.
>
> For two years there has been a carnival

of extravagance in this country. Blacksmiths have been wearing silk shirts while shoeing mules, and the mechanic who fixes my car does it in a plug hat and dress suit, and has a cabinet phonograph playing grand-opera music while he works. Policemen have been traveling their beats in limousines, and our local coroner insists upon having an oriental cushion when he sits on a corpse.

We have been charging all this up to a natural reaction after the war, but, as a matter of fact, much of it is due to the crazy optimism we have been saturated with. We can't read sunshine stuff all the time and fail to absorb some of it. Through all the era of extravagance the wise men have been urging us to retrench and invest our money in government bonds or other safe securities.

"Present conditions are unnatural and can not last," said the wise men; "the laundress can't always be wearing Russian sables, and the charwoman can not forever sport a diamond sunburst."

More thrift and less optimism is what Mason wants. Most of the old sports in the poorhouse were optimists, he thinks. When they were earning $1.50 a day digging ditches or quarrying rock it never occurred to them that one day they would be old and decrepit, and hence they now find themselves having a horrible time on a diet of stewed prunes. Walt also was a born optimist, we learn, but he got over it, and he tells how he did so:

Once upon a time I had a head-on collision with a street-car in Chicago. The street-car was not seriously injured, but I was rushed to the county hospital, where I remained several weeks. I had about forty cents on my person at the time, and no other resources, and the hospital authorities didn't seem to have much use for a patient who was worth but forty cents. They didn't fan my fevered brow or bring nosegays to my couch of suffering, but when I was able to leave said couch, they sent me into a cold shed where I stuffed bedticks with straw, day after day. There were several overseers, and they always paused in their weary rounds to swear at me, for they had heard about that forty cents, and felt an honest contempt for any one who would arrive at the hospital with such a bundle.

As I worked away at the ticks I dimly realized that a man was a fool to be picked up in the street with only forty cents in his clothes. I had been earning good wages, but, being of a sunshiny temperament, there didn't seem to be any object in saving money. When I left the hospital I was in a chastened frame of mind, and might have reformed there and then had there been some wise and benevolent bystander to take me by the hand and tell me where to head in.

But I needed a good many hard lessons before I became as wise as a serpent, and I received them. At last the truth came home to me, after I had been knocked groggy a hundred times. And this is the truth:

Life is full of trouble, and wisdom lies in being prepared for it, not in clamoring that it doesn't exist.

If you paste that in your hat it will help you to be an optimist; for if you are prepared for trouble, you can stand up bravely when it comes, and drape a smile on your face, and convince the neighbors that you are a dead-game sport.

A Food
That Merits
Your Attention
Grape=Nuts

—not alone for its delightful taste, but for the sound health building values it provides for every age.

Grape=Nuts is more than something good to eat.

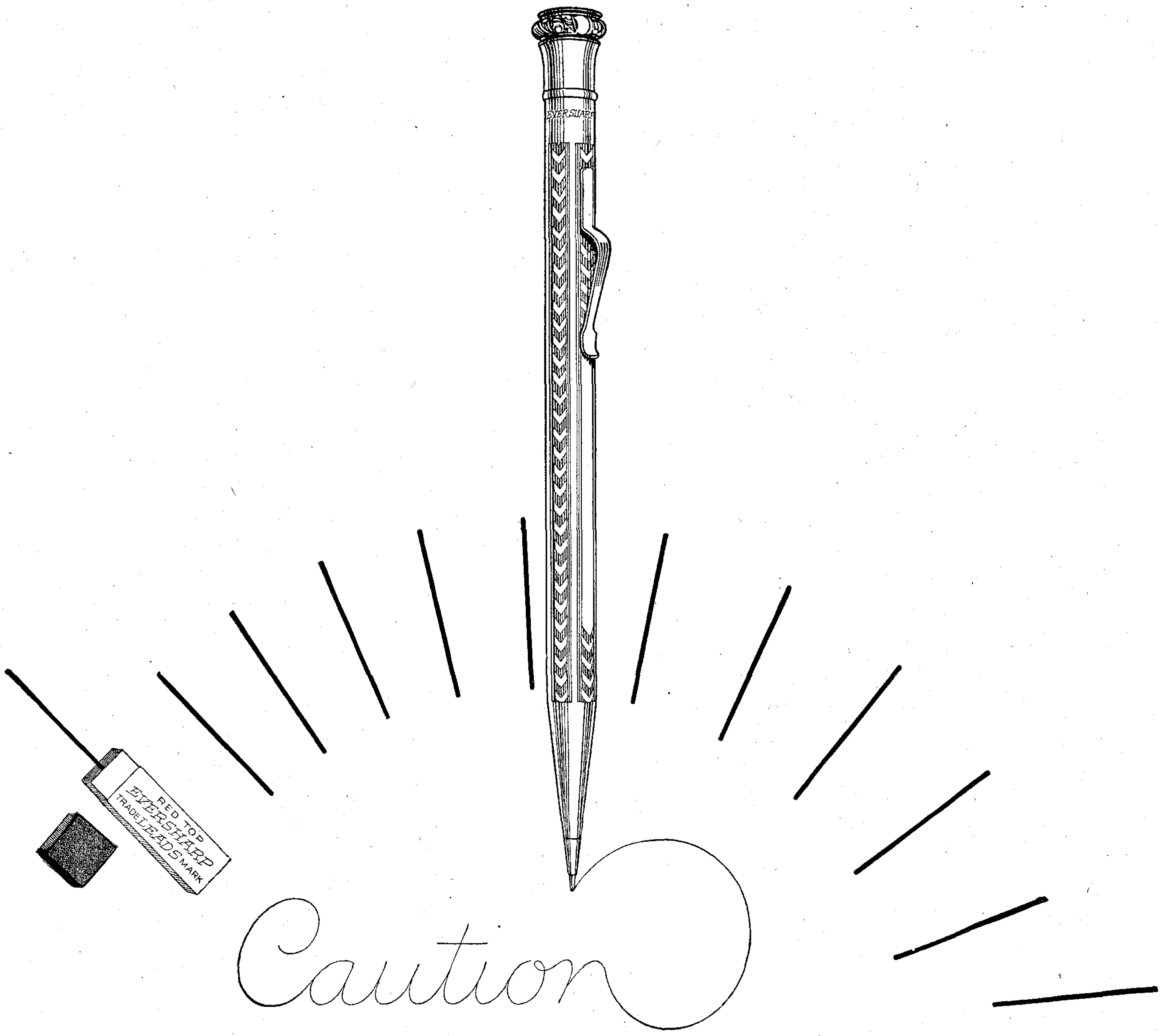
This blend of wheat and malted barley was specifically devised to include certain elements from the grains not generally used but necessary for best result in health, growth and body maintenance.

All the goodness of the grains is here preserved, ready-cooked and easily digestible in truly economical form.

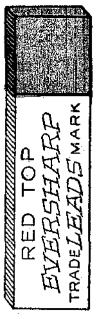
Children especially love Grape=Nuts and it builds strength and sturdiness.

"There's a Reason"

Made by
Postum Cereal Co., Inc., Battle Creek, Mich.



WHEN you need leads for your Eversharp, be sure you get genuine *Eversharp Leads* because they are carefully gauged to fit your pencil. You can tell at a glance if the leads offered you are genuine, because we pack them in red-topped boxes just like this. You can get indelible Eversharp Leads, or the standard black, the latter in varying degrees of hardness. Whichever you select, you will find the lead to be of the very highest quality and that it will write smoothly and legibly. We cannot be too urgent in pressing you to buy none but the genuine Eversharp Leads because we make both leads and pencil, and know that one is essential to the perfect functioning of the other. Eversharp Leads are sold by Eversharp Dealers everywhere.



EVERSHARP LEADS

The Name Is on the Box with the Red Top

THE WAHL COMPANY, Chicago

MOTORING · AND · AVIATION

TRYING TO SQUELCH THE SPEED MANIAC IN NEW YORK

EIGHT hundred persons now living, breathing, and walking the streets of New York City in full bodily health and vigor are going to be killed by automobiles before the end of 1921. Throughout the country at large a proportionate number of automobile deaths will occur. This dire forecast is the estimate of authorities, based on the record of deaths in former years. So steady has been the annual increase in this class of fatalities, we are told, that the predictions of the experts heretofore have worked out almost with the infallibility of arithmetical progression. While many causes contribute to the growing number of auto accidents, there is an inclination to place most of the blame on the speeder. Despite all that has been done to curb him this individual is going stronger than ever. The speed level, we learn, is constantly rising, and it is said to be no uncommon thing for a "speed bug" to admit traveling the city streets at from fifty to sixty miles an hour. The most voluminous proof of the alarming increase in reckless auto driving is furnished by the New York City traffic court, where the speed maniac may be observed in greater number and more different shades than in any other spot on the planet. More than 40,000 "customers," to use the term of a facetious attendant, appeared in this court in 1920 to tell Magistrate Frederick B. House of their misdeeds and receive fines or jail sentences. This was an increase by almost a third over the number of cases handled the previous year. The operations of the New York traffic court are highly interesting, dealing as it does with all kinds of people, from brawny roughnecks to ladies from the finest homes in the city. It is a rule that every person accused of violating the traffic regulations must appear in person. If anybody tries to beg off by pleading illness or some other excuse, his Honor sends out an officer to hale the recalcitrant to court. Quite appropriately, seeing that most of the offenders that come before it are speeders, the procedure of the traffic court moves with unparalleled velocity. The violators are lined up and marched before the magistrate, who questions each for a minute or so and then sends the culprit on his or her way, not rejoicing, but to pay a fine, or, in lieu thereof, to jail. A motley crew they present, these speed demons, and bewildering in their variety and picturesqueness are the excuses they give to soften the heart of the court. But Magistrate House's heart appears to be practically impervious to any appeal from a party who has jeopardized the lives and limbs of his fellow humans by exceeding the speed limit, and hardly ever does the court deviate from his monotonous, "Twenty-five dollars fine or ten days in jail." A diverting account of how business is conducted in this court appears in an article on auto speeders by Arnold Prince in the New York *Tribune*. It seems that Mr. Prince was able to prevail upon Judge House to let the newspaper man share the bench with him for several hours one day while the court was in session so he could see for himself just how justice is ground out to Gotham speeders. The writer tells us that he found this a very pleasant experience. "All my life I had longed for the opportunity to sit in judgment on my fellow man," he says, and here was the big chance. He goes on and tells what he saw and heard:

> In that tiny room—tiny for the purpose, that is—were crowded 150 men and women accused of violating the traffic laws. Among them was an actress, and a very pretty one, too; a journalist, I regret to admit; a powerfully built person who claimed to have won the "light heavyweight" championship in boxing at the Olympic games and looked capable of it; two young women dancers in a popular musical show who were extremely indignant over having been called to court; a Princeton student, twenty-one years old, who thought nothing of a $100 fine, and many, many ordinary chauffeurs and taxicab drivers, such as you may see any time when running for your life across the street. Only, on this occasion, these defendants seemed different, and for the first time in my life a taxicab driver looked at me with respect—or, at least if not with respect, with no indication that he considered my further existence odious or objectionable to him.

They passed before the high bench a humbled lot, these law violators, and as they did so the writing man reflected on the significance of the spectacle which imprest upon his mind the growing menace of the automobile, particularly when he recalled that similar scenes were being enacted in all the other cities of the country. He continues:

> As a detached observer, sitting beside black-robed Justice and assisting, as you might say, in the administration of the law, I knew that a certain amount of remoteness and dignity would be commendable, but several times I nearly giggled in sympathy with the speeders, and when the magistrate brutally imposed a fine on an attractive young married woman who told, as I thought, a really convincing story, I was almost peevish with him.
>
> The young woman wore a neat flowered hat and a nicely tailored suit which fitted her slender figure to perfection. She had soft, brown eyes, which were appealingly turned to the judge.
>
> "I was hurrying home to my baby," she pouted, after the big, broad-shouldered motor-cycle policeman who arrested her had explained that he had tested his speedometer that morning and knew for a fact that she was driving at more than

A Hot Letter from a Pipe Smoker

Forest City Live Stock and Fair Co.,
North Randall, Ohio.

Larus & Brother Co., Richmond, Va.

Gentlemen:

I am more than surprised to discover that you are advertising Edgeworth and are offering to *give some of it away*.

It has never been my policy to advise other people concerning their business, as I have had enough to do to take care of my own affairs. *But*, if I manufactured Edgeworth, I would see all the smokers in the world dead and buried before I would give away as much as a pinch of it.

Three years ago my dentist heard me complaining because I could get no pipe tobacco that was worth a cent a carload. He immediately introduced Edgeworth. If I had a million dollars I would be almost willing to give half the sum for what he did for me. Since that time I have smoked Edgeworth and nothing else. And it has the same flavor today that it had the first time I smoked it. I have told a thousand friends about it and they are now all Edgeworth devotees. Pipe smokers who come to my house go "daffy" over my Edgeworth. Hence I cannot understand why you have to give any of it away.

Very truly yours,
(Signed) H. J. Kline,
Sec., Forest City Live Stock & Fair Co.;
General Manager, The Forest City Fair;
Secretary, The Grand Circuit.

Mr. Kline has expressed surprise that we give Edgeworth away. Yet until a friend gave him some, he knew nothing about its quality.

There are still thousands of pipe-smokers to whom Edgeworth is an unknown quantity. That's why we offer samples to anyone willing to buy a postcard to send for them.

It's good business for us to let men unfamiliar with Edgeworth smoke it. If these samples didn't make regular, happy, and often enthusiastic smokers of Edgeworth, we would stop offering them.

The above letter came to us from Mr. Kline seven years ago. We wrote to learn if he still held the same high opinion of Edgeworth. He replied:

Trojan Laundry Company,
Flint, Mich.

Gentlemen:

My opinion of Edgeworth has not changed, for the very good reason that Edgeworth is still the same. I would make my endorsement stronger than ever if I knew how to do it.

Very truly yours,
(Signed) H. J. Kline,
Ass't. Sec'y & Treas. Trojan Laundry Co.

Our offer to send samples of both Edgeworth Plug Slice and Ready-Rubbed to any man sending for them is still open.

For free samples, address Larus & Brother Co., 5 South 21st Street, Richmond, Va.

To Retail Tobacco Merchants—If your jobber cannot supply you with Edgeworth, Larus & Brother Company will gladly send you prepaid by parcel post a one- or two-dozen carton of any size of Edgeworth Plug Slice or Ready-Rubbed for the same price you would pay the jobber.

As the Pendulum Swings Back

You may find that you need a building—*"rush"* as did the Berney Bond Glass Company of Clarion, Pa.

Their order for trusses and purlins reached us on a Thursday over long distance telephone. Shipment was made the next Monday—*in two working days.* Erection was completed within three working days after receipt of material.

This is the kind of service we are prepared to give you. Wire, phone or write our nearest district office. Make ready by getting the facts now.

A complete steel building; or the columns, trusses or purlins.

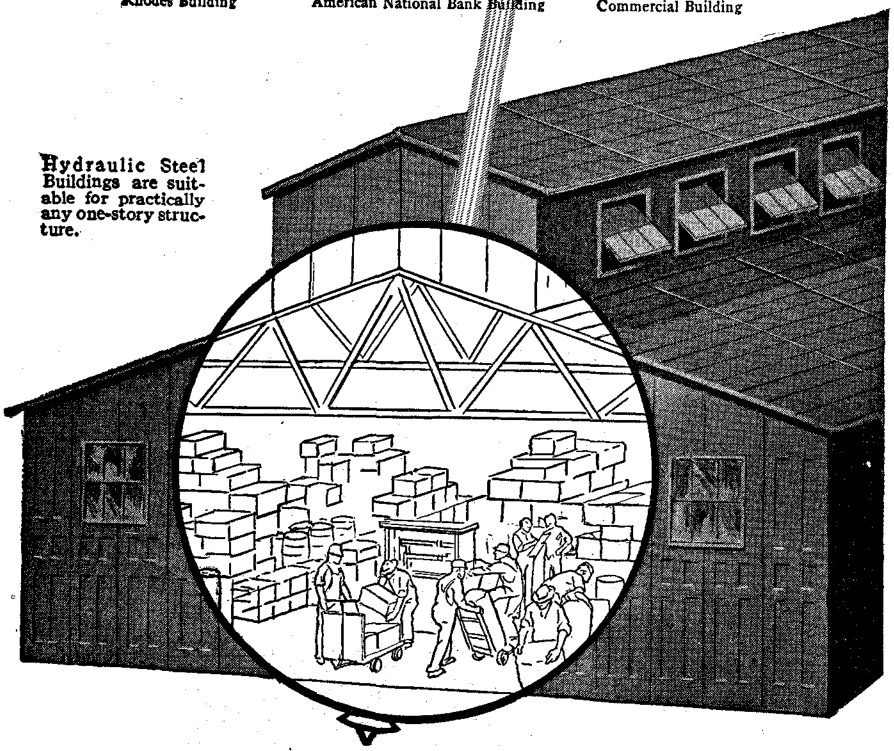
Salient Features of Hydraulic Steel Buildings

Quick Erection
Strength—All Steel
Permanency
Portability
Fireproofness
Low Cost
Immediate Shipment
100% Salvage

THE HYDRAULIC STEELCRAFT COMPANY
of THE HYDRAULIC STEEL COMPANY
CLEVELAND, OHIO

Branch Sales Offices:
New York, Singer Building
Atlanta, Rhodes Building
Chicago, Fisher Building
Richmond, Va., American National Bank Building
Detroit, Book Building
San Francisco, Hearst Building
St. Louis, Commercial Building

Hydraulic Steel Buildings are suitable for practically any one-story structure.



HYDRAULIC
Steel Buildings
Standardized

MOTORING AND AVIATION
Continued

twenty-eight miles an hour, "and I didn't realize how fast I was going."

"Well, speeding is a very grave offense," dryly intoned his Honor. "The fine will be $25, with an alternative of ten days in the City Prison."

Evidently Magistrate House must have sensed my disapproval, for he explained *sotto voce* that almost every one who appeared in court pleaded he did not know he was "going so fast."

"And I don't believe in suspended sentences," the magistrate went on. "Every time I think of suspending a sentence I also think of the 3,500,000 persons on the island of Manhattan who are looking to this court to curb traffic violations, and unless the circumstances are most unusual I forget sentiment."

A large, powerfully built negro whose name, when rapidly announced by the clerk, sounded like Locksley Mansfield, appeared to answer to the charges of having his automobile number obscured, cutting a short corner, and ignoring the speed laws, or maybe it was only one of these accusations. Anyway, he looked as if a sentence of death in the electric chair was the least he could expect.

He escaped with a fine of $25.

In rapid succession the others in the room approached for judgment. A stout man with a bald head and a large diamond on his finger pleaded guilty to a charge of driving thirty-five miles an hour.

"Fine $25, or in default of payment, ten days in City Prison," said Magistrate House.

"It was the first time I had the car out," pleaded the next offender, "and I honestly didn't know, judge, I was going so fast."

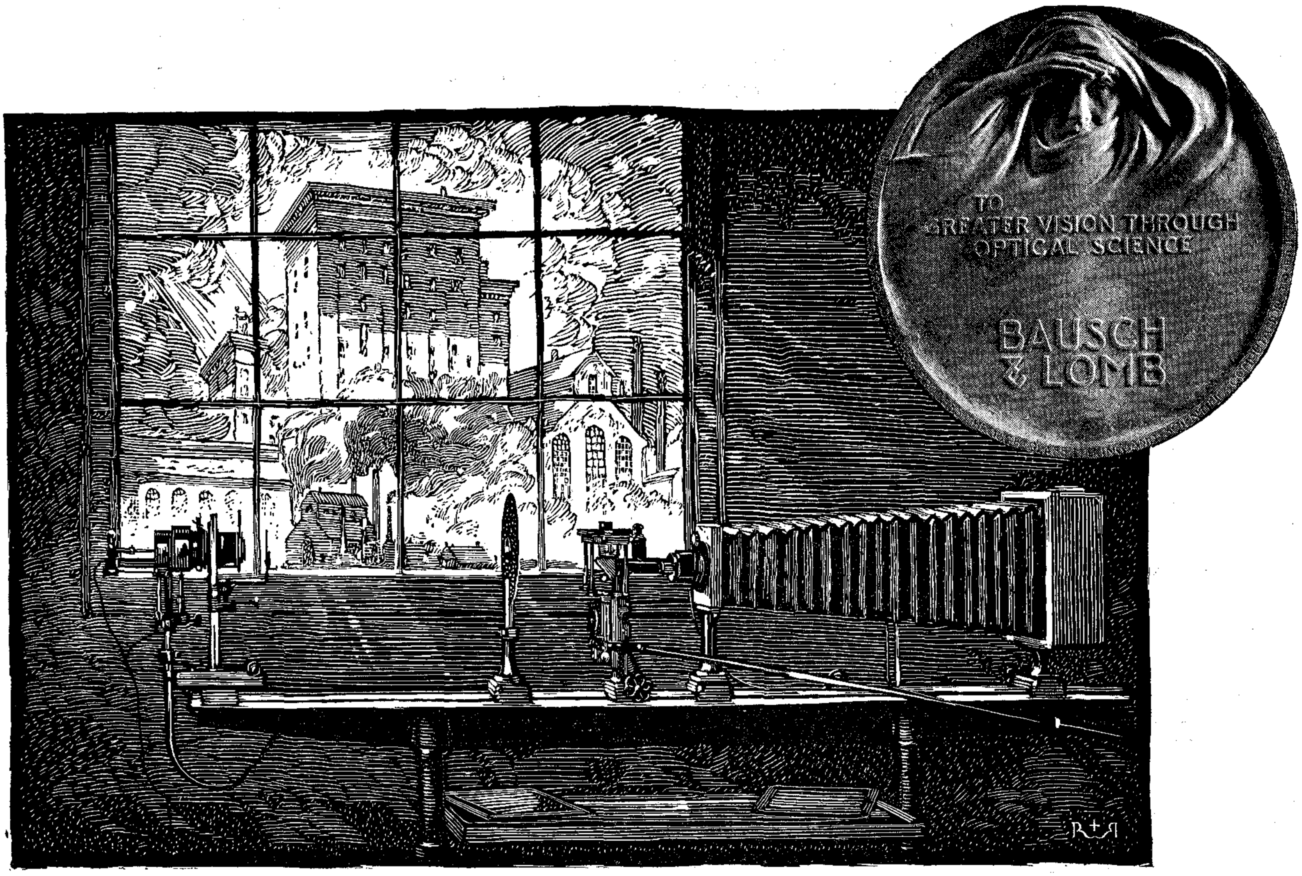
"Fine $25, or in default of payment, ten days in the City Prison," said Magistrate House.

The powerfully built person who had, as he said, won the "light heavyweight championship at the Olympic games," gazed sourly up at the judge, remarking in an injured voice that "this was a fine way to treat him after what he had done abroad."

"Fine $30, or in default of payment, ten days in City Prison," dispassionately said the magistrate, after it had been brought out that not only had the defendant traveled at better than twenty-eight miles an hour, but wasn't particularly repentant. There was a slight amplification of the court incident due to the pugilist's action in throwing the $30 contemptuously on Sheridan's desk, but, after being warned, he seemed chastened and walked out quietly.

Cases 6, 7, 8, 9, and 10 followed each other with breath-taking rapidity, and with almost equal precision the dry voice of the magistrate each time added the final chapter with a fine of $25 or ten days in jail. The defendants smiled deprecatingly or admitted their guilt with a show of frankness calculated to win mercy on the ground of general human fallibility, but it made no difference. None escaped without a fine.

The appearance of the twenty-one-year old Princeton student introduced one or two features not provided by the other cases. The boy admitted, genially, that he was overtaken by a motor-cycle policeman several months ago for speeding at the rate of fifty-five miles an hour, but ex-



Reducing Doubt in Industry—Increasing Safety to Mankind

IN the whole wide field of Optics no art is more widely useful or more greatly fascinating than that of Photomicrography. We see its record upon the photographic print. Clear and sharp it there stands forth, an image surprising in its clarity and exactitude—and yet it means more than this.

Before us it stands a record, enlarged and permanent, of organisms and details too infinitesimal for the unaided eye to fathom.

Of all the benefits Industry owes to this optic art—which combines at once the powers of microscope, of camera and of optical projector—the manufacturer who deals with raw materials is gratefully aware.

To him whose products involve the use of iron, steel, brass and the different metallic alloys those benefits are incalculable indeed. From it he gains a record alike of flaw and strength in his materials; and from it gathers, too, a knowledge definite and certain, of the structural compositions with which he deals. Of like import is it to the worker in textile, paper, foods and similar products.

So stronger bridges, safer rails and steamships, sounder business structures, better clothes and purer food result from these surprising images which, revealed by the microscope, recorded by the photographic camera, illustrate in yet another field of wide and important application how Optics renders its vital service.

So, too, does Photomicrography solve for Industry the problems of efficient production, while granting a greater measure of safety to mankind.

BAUSCH & LOMB OPTICAL COMPANY . . . ROCHESTER, N. Y.

Makers of Eyeglass and Spectacle Lenses, Photographic Lenses, Microscopes, Balopticons, Binoculars and other Optical Instruments.

—that eyes may see
better and farther—

3-in-One Uses At Your Elbow

As you reach for your 'phone, "*Squeak*" goes your swivel chair. "*Squeak! Squeak!*" protests the door at every entrance. Dictating machines hitch along; typewriters, duplicating and computing machines stick and rattle.

All these nerve racking *preventable* noises distract attention and lower efficiency.

Send "Johnny" to the nearest store for a bottle or Handy Oil Can of

3-in-One

The Universal Office Oil

A drop or two will cause squeaks and rattles to vanish like mist before a noonday sun.

3-in-One also cleans and puts a lasting polish on desks, tables, filing cabinets—all wood work.

But not all your uses for 3-in-One are in the office. Try on tools, rifles, shotguns and all light mechanisms about home and factory, to lubricate and prevent rust. Takes squeaks out of auto springs. Lubricates Ford Commutators and all magnetos perfectly.

3-in-One is sold in all stores, in 1-oz., 3-oz. and 8-oz. bottles; also in 3-oz. Handy Oil Cans.

THREE-IN-ONE OIL CO., 165-O Broadway, NEW YORK

FREE

Generous sample and Dictionary illustrating and explaining hundreds of daily uses for 3-in-One. Write for both on a postal card.

D273A

MOTORING AND AVIATION

Continued

plained that he was hurrying an elderly woman, who was ill, to her home.

"It was all brought out at that time when I went to court," stated the student. "It was because I wanted to get the woman home."

"Well, what happened this time?" asked the court. "I'll hear why you are here this time."

"I was hurrying to church," replied the youth. "I was late and wanted to be there before the services started."

"Well, any one who is good enough to go to church," commented the ever-ready magistrate, "ought to be good enough to get there without breaking any laws. The fine will be $100."

The records of this court show that the accused do not always get off with a fine. More than 5,000 in 1920 had to go to jail in default of fines, and in addition 2,340 were locked up without the alternative of a fine, some receiving as high as thirty days. Most of the offenders pay fines, however, and as a result the traffic court takes in more money than all the other magistrate courts of New York City combined.

"THE MAILS MUST FLY"

EVERYBODY knows vaguely that there is such a thing as an air mail, but few realize how thoroughly the system has by now been established. A certain railroad president had this impress upon his mind some time ago. Visiting the air-mail field at Bellefonte, Pa., he was taken all over the place and shown the shops, the hangars, and all the other appurtenances of an air-boat terminal. All these things interested the railroad man, but what particularly made him open his eyes was the regular and businesslike way in which mail planes kept arriving and departing. The whole thing worked as smoothly and simply as one of his own junctions. During his visit the railroad president was told of how a reserve pilot connected with this field kept an engagement with his girl one evening in New York, 230 miles away. He had missed his train and no plane was available. He was bemoaning his luck when a mail plane loaded with some 35,000 letters mailed west of the Mississippi the day before glided into the field. It was bound for New York, but there was no room for the reserve pilot, and so, as the story was told the railroad man, he strapped his suitcase to one wing and lashed himself to the other and thus kept his appointment. "Well, that beats me," exclaimed the man of the rails. "When these fliers start deadheading back and forth, the flying game must be getting pretty tame." It is the tameness induced by familiarity. To those in the air-mail service the flying game no longer offers thrills. It is their day's work, and they are at it as regularly and unexcitedly as the engineer who pulls the daily local. There are now 3,500 miles of air-

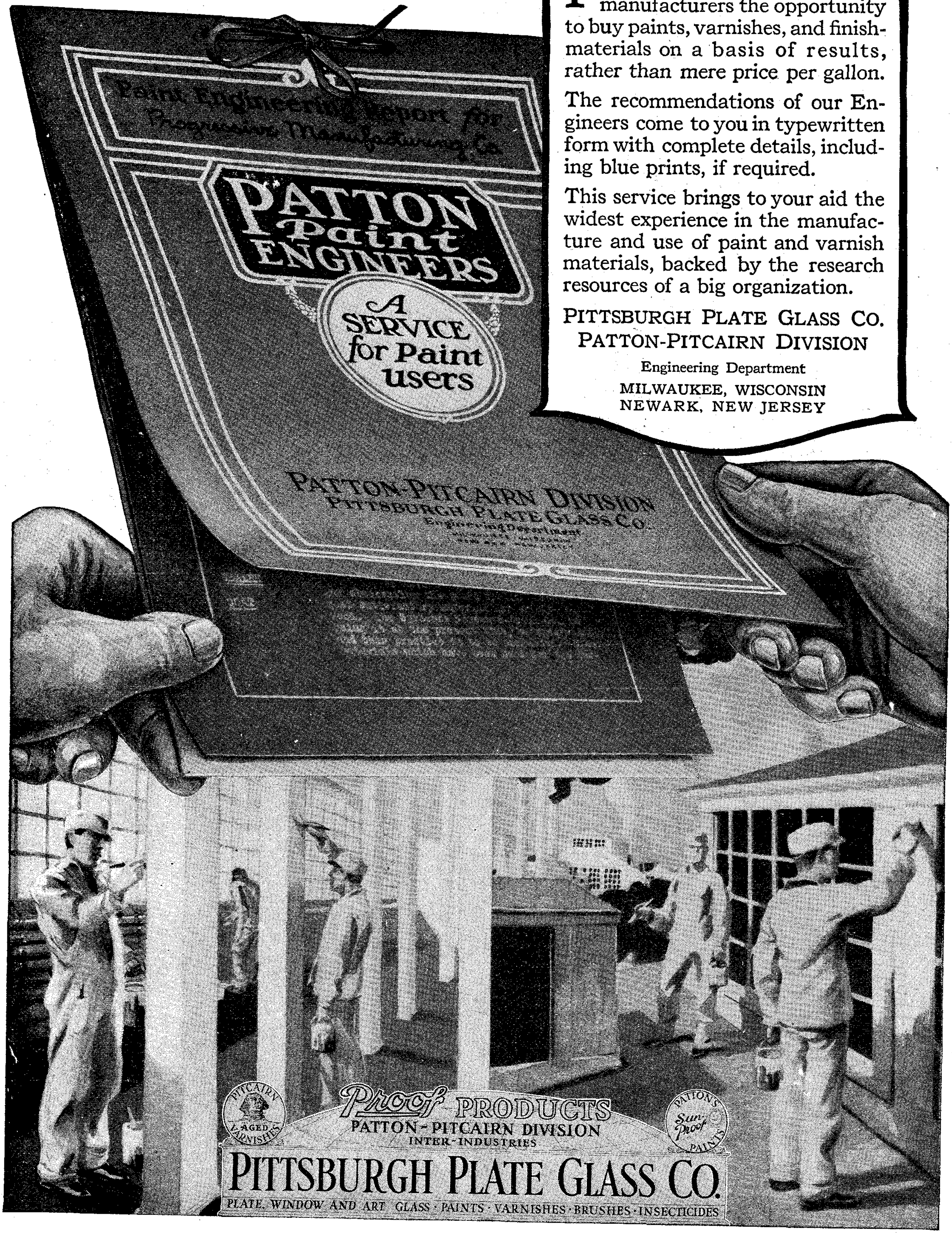
For the Finishing of Products or Maintenance of Property

PAINT Engineering service gives manufacturers the opportunity to buy paints, varnishes, and finish-materials on a basis of results, rather than mere price per gallon.

The recommendations of our Engineers come to you in typewritten form with complete details, including blue prints, if required.

This service brings to your aid the widest experience in the manufacture and use of paint and varnish materials, backed by the research resources of a big organization.

PITTSBURGH PLATE GLASS CO.
PATTON-PITCAIRN DIVISION
Engineering Department
MILWAUKEE, WISCONSIN
NEWARK, NEW JERSEY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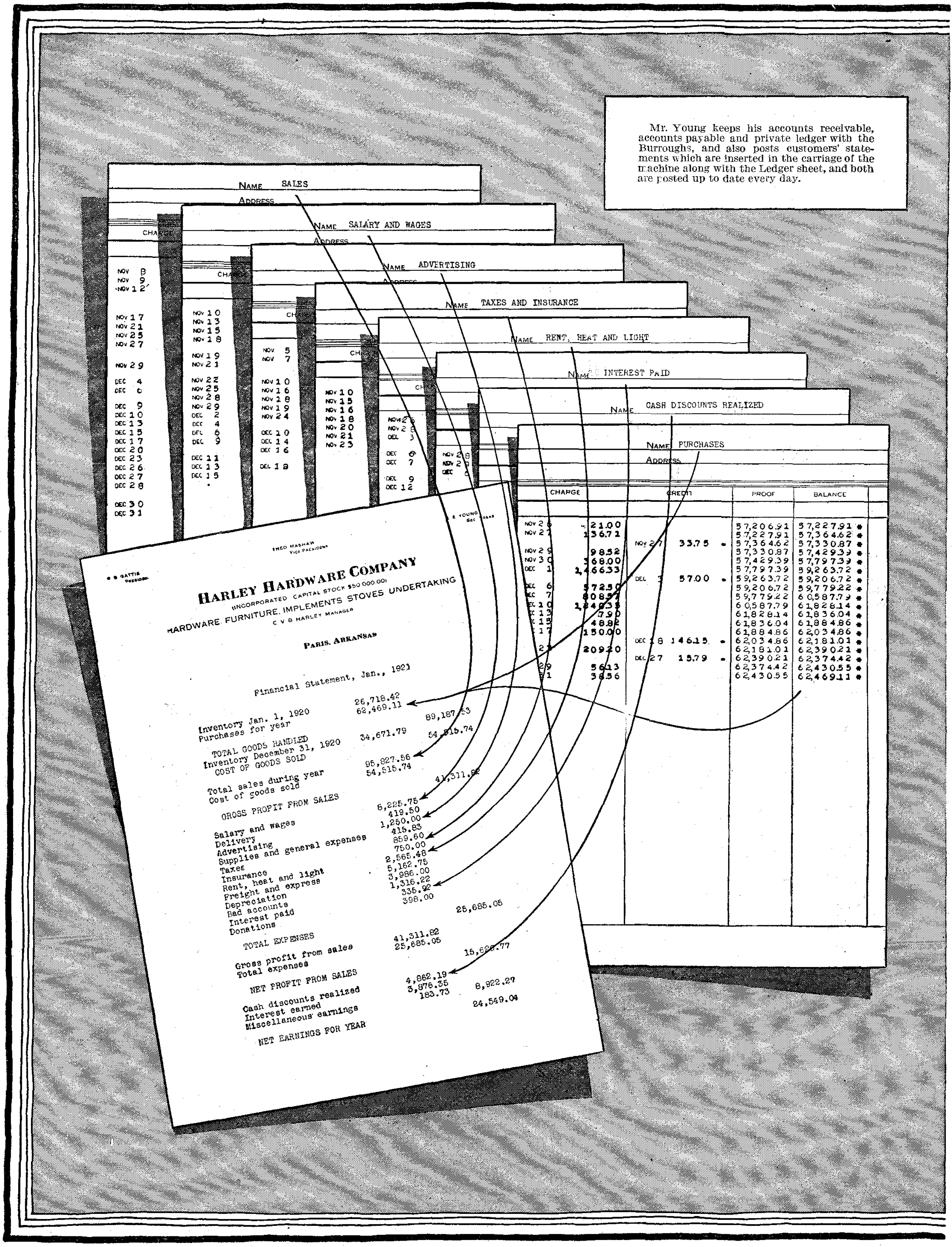


NAME SALES
NOV 8 NOV 9 NOV 12 NOV 17 NOV 21 NOV 25 NOV 27 NOV 29 DEC 4 DEC 6 DEC 9 DEC 10 DEC 13 DEC 15 DEC 17 DEC 20 DEC 23 DEC 26 DEC 27 DEC 28 DEC 30 DEC 31
NAME SALARY AND WAGES
NOV 10 NOV 13 NOV 15 NOV 18 NOV 19 NOV 21 NOV 22 NOV 25 NOV 28 NOV 29 DEC 2 DEC 4 DEC 6 DEC 9 DEC 11 DEC 13 DEC 15
NAME ADVERTISING
NOV 5 NOV 7 NOV 10 NOV 16 NOV 18 NOV 19 NOV 24 DEC 10 DEC 14 DEC 16 DEC 18
NAME TAXES AND INSURANCE
NOV 10 NOV 13 NOV 16 NOV 18 NOV 20 NOV 21 NOV 23
NAME RENT, HEAT AND LIGHT
DEC 3 DEC 6 DEC 7 DEC 9 DEC 12
NAME INTEREST PAID
NOV 28 NOV 29
NAME CASH DISCOUNTS REALIZED

Mr. Young keeps his accounts receivable, accounts payable and private ledger with the Burroughs, and also posts customers' statements which are inserted in the carriage of the machine along with the Ledger sheet, and both are posted up to date every day.

NAME PURCHASES
ADDRESS

CHARGE		CREDIT		PROOF	BALANCE
NOV 26	21.00			57,206.91	57,227.91
NOV 27	136.71			57,227.91	57,364.62
		NOV 27	33.75	57,364.62	57,330.87
NOV 29	98.52			57,330.87	57,429.39
NOV 30	368.00			57,429.39	57,797.39
DEC 1	1,466.33			57,797.39	59,263.72
		DEC	57.00	59,263.72	59,206.72
DEC 6	572.50			59,206.72	59,779.22
DEC 7	808.57			59,779.22	60,587.79
DEC 10	1,240.35			60,587.79	61,828.14
13	7.90			61,828.14	61,836.04
15	48.82			61,836.04	61,884.86
17	150.00			61,884.86	62,034.86
		DEC 18	146.15	62,034.86	62,181.01
21	209.20			62,181.01	62,390.21
		DEC 27	15.79	62,390.21	62,374.42
29	56.13			62,374.42	62,430.55
31	38.56			62,430.55	62,469.11

E B GATTIS
President

THEO MASHAW
Vice President

E YOUNG
Sec Treas

HARLEY HARDWARE COMPANY

(INCORPORATED CAPITAL STOCK $50 000.00)
HARDWARE FURNITURE IMPLEMENTS STOVES UNDERTAKING
C V B HARLEY MANAGER

PARIS, ARKANSAS

Financial Statement, Jan., 1921

Inventory Jan. 1, 1920	26,718.42	
Purchases for year	62,469.11	
TOTAL GOODS HANDLED		89,187.53
Inventory December 31, 1920	34,671.79	
COST OF GOODS SOLD		54,515.74
Total sales during year	95,827.56	
Cost of goods sold	54,515.74	
GROSS PROFIT FROM SALES		41,311.82
Salary and wages	6,225.75	
Delivery	419.50	
Advertising	1,250.00	
Supplies and general expenses	415.83	
Taxes	859.60	
Insurance	750.00	
Rent, heat and light	2,565.48	
Freight and express	5,162.75	
Depreciation	3,986.00	
Bad accounts	1,316.22	
Interest paid	335.92	
Donations	398.00	
TOTAL EXPENSES		25,685.05
Gross profit from sales	41,311.82	
Total expenses	25,685.05	
NET PROFIT FROM SALES		15,626.77
Cash discounts realized	4,862.19	
Interest earned	3,876.35	
Miscellaneous earnings	183.73	8,922.27
NET EARNINGS FOR YEAR		24,549.04

Burroughs

Adding – Bookkeeping – Calculating Machines

Your Income Tax—

Out in Paris, Arkansas, there is one retailer who is not losing any sleep over the income tax.

He is Mr. E. E. Young, secretary and treasurer of the Harley Hardware Company. A busy man he must be because he does not employ a bookkeeper and though he works all day on the floor, he posts the books himself in the evening, but—

They have a Burroughs Bookkeeping Machine.

Mr. Young tells us that last year, when it came time to make up the Income Tax Return, a deputy internal revenue tax collector dropped into the store and took a look at the Burroughs-kept ledger.

"Why," the collector exclaimed, "you have everything you need to know right here in plain sight. All you need to do is copy off the figures!" And that's what Mr. Young did.

On the opposite page are shown the few plain forms that made immediately available all the information required for the Income Tax Return of the Harley Hardware Company.

With the aid of the Burroughs, Mr. Young keeps his accounts up to date all through the year, so when the tax return is due it is a simple matter to gather the figures from his clear, accurate records. The machine makes it easy to add purchases and sales, keep track of expenses, take the annual inventory and figure net profit.

Mr. Young is an enthusiastic advocate for the Burroughs-kept ledger and is strong in his recommendation of it.

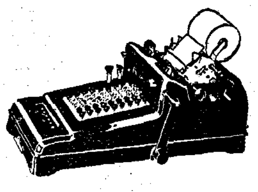
Before the Burroughs was bought, he spent from six to eight hours a day on the books, working late into the night and Sunday as well. Now, with the aid of a Burroughs, all this work is finished in a short time each evening.

Mr. Young uses a bookkeeping machine which does its work automatically and this enables him to keep the details of his business transactions where he can see them at a glance. This type of machine may not be the one you need in order to realize the benefits from mechanical figuring, but among the different Burroughs models there is certainly one to fit your requirements.

The A B C of Business

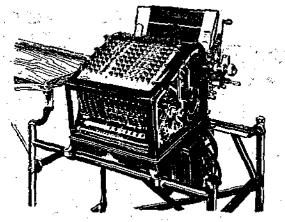
Adding, Bookkeeping and Calculating represent the three great groups of figuring operations that constitute the A B C of business. To handle these operations the Burroughs Adding Machine Company manufacture three types of machines, in a wide variety of styles and sizes, among which may be found a machine that will fit the needs of any business, large or small.

Burroughs offices are located in over 200 cities in the United States and Canada. Get in touch with the nearest one, or write direct to the Home Office at Detroit, Michigan.



ADDING

Burroughs Adding and Listing Machines are built in different models of varying size to fit the needs of any kind of business, large or small.



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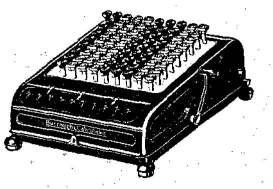

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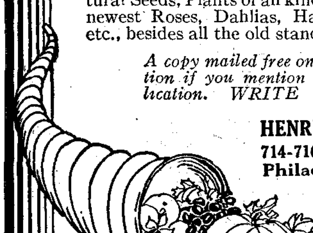

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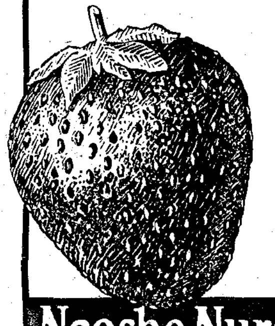

MOTORING AND AVIATION
Continued

mail routes between New York and San Francisco, we are told in a review of the air-mail service by Howard Mingos, in the New York *Times Magazine*. Tho one seldom sees a machine in the air, owing to their flying so high, yet these air-carriers transported more than 100,000,000 letters last year, according to the official records. Says Mr. Mingos:

> They are as regular as the railroads, these mail planes. They maintained their schedules 93 per cent. of the time all last year, rain or shine, as consistently as other mediums of transportation. The comparison stands. The air-mail system is like a railroad. It has its junction points and terminals, its repair depots and service-stations. Every 400 miles or so—New York, Cleveland, Chicago, Omaha, Cheyenne, Salt Lake, Reno, and San Francisco—St. Louis and St. Paul, Washington and Philadelphia—are the terminals, with junction points and fast-train connections at intervals of a hundred miles, and emergency fields at convenient points between them.
>
> Each of the thirty machines—there are 100 in the service to-day, but two-thirds are held in reserve—carries from 16,000 to 40,000 letters, as many as the average railway-mail distributing-car, which, with its pigeon-hole compartments and space for the necessary clerical help, has little more capacity. It costs more to operate the mail-cars, say the officials, because railway-mail clerks employed on the trains are more highly paid for less mail handled by them than are the clerks at the railway-mail distributing terminals in all cities where the air mail is sorted at night. Officials explain the saving in time by pointing to one city for example.
>
> The bulk of New York's mail is deposited after four o'clock in the afternoon. The last transcontinental mail-train leaves at 8:40 o'clock that evening. It can not carry all of the late mail, because the pouches can not be made up in time. What is left over, as well as the mail deposited during the night, is dispatched westward by plane shortly after daylight. It is carried in trucks to Curtiss Field, Long Island, and the plane sets out immediately.
>
> The procedure is followed at each terminal and inland junction point, planes taking on the accumulation of night mail in the respective cities, as well as that brought in on trains and planes from other points. The planes make so much better time than the trains that a saving of from twenty-four to forty-eight hours is effected in delivery from coast to coast, approximately half the time required by the all-the-way train delivery. Your letter mailed in New York is delivered in San Francisco inside of fifty hours. With perfection of the system, they expect to attain thirty-six-hour delivery. The old method required a hundred. Not only does that mail which starts by plane arrive more quickly, but also that starting on the trains all along the transcontinental system, because by a close-connection system all the first-class mail is changed and interchanged from train to plane wherever it will create a saving in time.
>
> Pilot Christenson on December 3 flew 16,000 letters from Chicago to New York in five hours and thirty-one minutes. The fastest trains require eighteen hours.

Possibly one of your letters flew with Christenson. There is no telling, for your letter, mailed in the usual way with an ordinary two-cent postage-stamp affixt, may leave town by rail or plane. If it goes far it will be transferred from plane to train or *vice versa* at least twice.

"The mails must fly," is the slogan of the air-mail service; and to keep them flying the pilots sometimes have to face great hazards. For instance, they often have night flying thrust upon them through delays and are then liable to lose their way. This danger will be obviated eventually by the installation of wireless, but so far the planes are not supposed to fly at night. We are told that one day the plane carrying the New York mail lost its way in a storm. Night overtook it in the Catskill Mountains. Spectators who saw the machine swooping over Monticello, N. Y., say that sparks from its motors formed a comet's tail fifty feet in the rear. The pilot finally discovered a field during a lightning flash and dropt into it in safety. Other air-mail pilots' experiences are given:

> Eddie Hubbard, who flies the Oriental mail out of Seattle and catches Asiatic steamers touching at Victoria, often comes home after dark, depending upon intermittent flashes from a huge chimney on the Seattle water-front to guide his seaplane into port. The big flying-boats carrying passengers and mail from Key West to Havana leave after the arrival of the Northern mail-trains in the mornings. They negotiate the high winds in an hour, over heavy seas that invariably require a day for boats to cross; but occasionally the brilliantly lighted flying Pullmans are compelled to continue down the Cuban coast past Havana seeking a harbor more hospitable to storm-tossed voyagers than the capital city affords.

Pilot Harris flew from Cleveland to Chicago last March during the tornado that halted all trains and other vehicles and scattered shipping far off the course as the gale swept the Great Lakes. Reporting to Washington after his arrival, Harris wrote:

> "The wind was blowing about forty miles an hour. The motor sputtered and missed, and I thought how cold Lake Michigan under me would feel. I ran into the worst rain- and hail-storm I ever flew in near Gary, Ind. For five minutes I could see nothing, not even the instruments on the dashboard in front of me. I arrived safely at 1:50 P.M. I think that is pretty good time for mail from New York to reach Chicago—eh, what? I left New York at 7 A.M."
>
> Fog one day obscured the Bellefonte field. A pilot arrived overhead, locating his position by means of a mountain-top protruding above the mist that mantled the earth. He encircled the peak for two and a half hours, until his gasoline supply became exhausted. He was about to dive blindly when the mist cleared and he landed safely. Mechanics found twenty-four cigaret-stubs on the floor of the machine.
>
> Speeding eastward with the mails over Indiana, Pilot Haight found his plane virtually motionless in the air. He had encountered stiff head winds. These he fought all afternoon, until darkness brought him down. On making a forced landing a

Living on the fat of the land

Look back a few years to your younger days. Did you or the home folks have a garden? Then you can remember the taste of vegetables, fresh and tender—and the big fat jars of "garden sass" that crammed the closet shelves waiting for winter meals. Those were the days!

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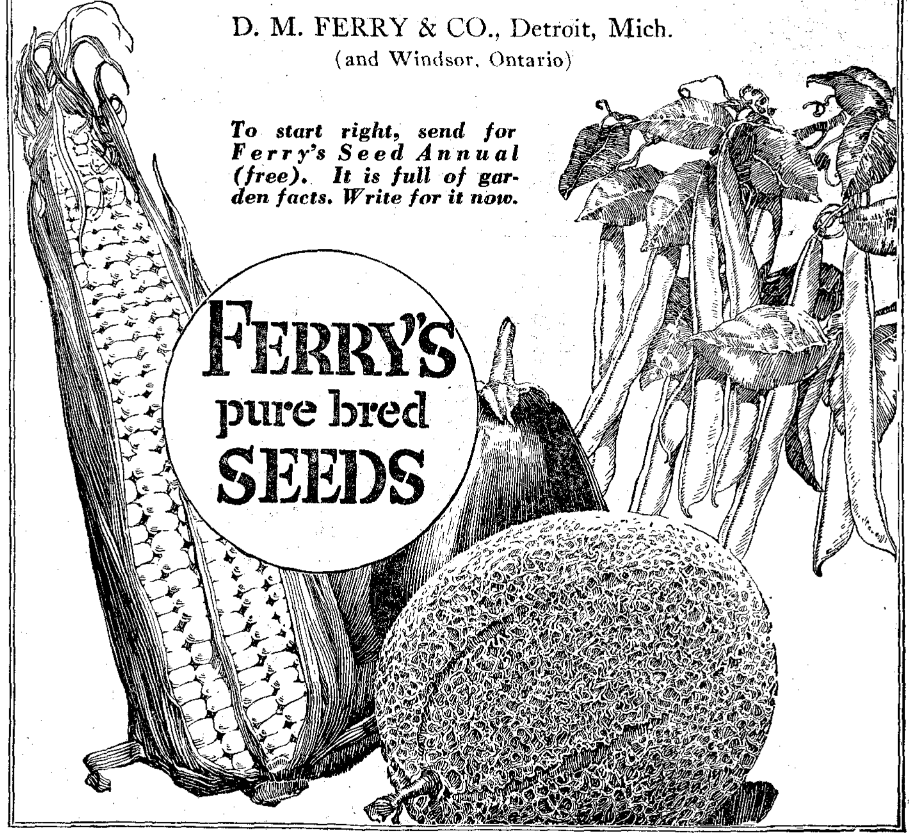

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MOTORING AND AVIATION
Continued

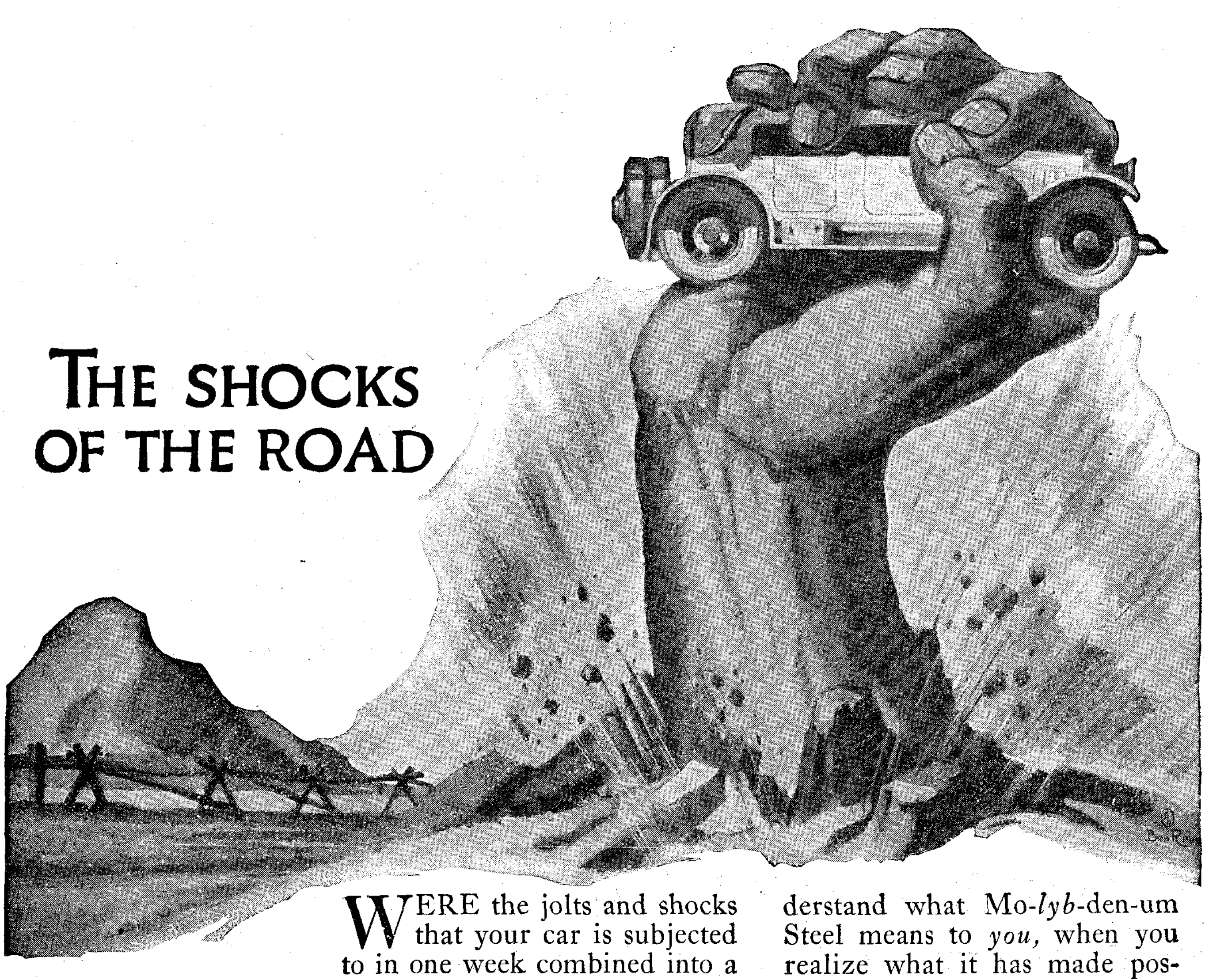
pilot's first thought is to get his mail-pouches to the nearest railroad, and many and varied are the reports of vehicles and power employed. One pilot not long ago borrowed a pair of mules from a farmer and packed the mails seven miles over the hills to the railroad.

A day in January, to quote another's report: "Day was damp and misty. Zero weather. Mist froze to wires and struts (braces) as fast as it struck. Wires soon became coated. Struts the same. Instruments filled with ice and machine could not stay in the air. Landed at North Liberty, Ind., kicked ice off plane. Took off as before. Ice formed again and brought me down near Millersburg, Ind. Punctured a tire."

An elaborate organization has been perfected to keep the complex system of trackless air-routes in operation. At the Post-office Department in Washington hangs a map of the United States on which are tagged the positions of all pilots and planes operating during the day. Changes are made hourly. Reports on the weather are relayed in quick messages along the various routes, and the entire service is kept continuously informed of all routine business. Facilities have also been provided for the training of pilots. As we read:

> At College Park, Md., pilots are trained and machines tested. The pilot must understand his business thoroughly before he is even considered for acceptance. By this means air-mail officials are taking advantage of the training so many Americans received during the war. The chief of flying operations is a pilot. So, also, are the chief of pilot examination and chief of radio. The chief engineer is a pilot. These officials are familiar with airplanes and their uses. The examining officer has had more than 5,000 applications to consider for positions as pilots. From that number he has picked 2,500 for initial tests. Only 225 were appointed. Fifty of these have been summarily discharged for insubordination. They could not resist the temptation to perform stunts and thrill residents near the fields. They had failed to consider themselves as racing-car drivers transferred to trucks, none the less important and involving just as much skill.
>
> Until recently a pilot received from $2,000 to $3,600 a year salary, the increase depending on the number of hours he had flown the mails. But the system was not practical. A pilot upon attaining the maximum flying time and realizing that he could receive no higher pay stood back or disappeared and permitted the younger men to take out his plane, thereby enabling the beginner to reach his majority more quickly. This so confused the service that schedules were often interrupted. The system was finally changed, all pilots receiving a base pay of $2,000 a year and five cents a mile for flying. Under this rate pilots now receive from $5,000 to $7,500 a year.
>
> It is by strict enforcement of the rules and providing the pilot with all known facilities for his work that the officials believe they are building up a service which will develop steadily until the entire country is one vast network of air-mail trunk lines.

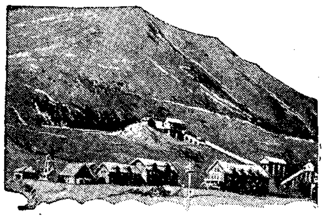
THE SHOCKS OF THE ROAD



WERE the jolts and shocks that your car is subjected to in one week combined into a single force, your car would be smashed to smithereens. The mechanism and the STEEL must absorb these shocks one by one. And its ability to absorb them without weakening measures the real worth of your car.

The discovery of Mo-*lyb*-denum Steel has startled the automobile world into the realization of a new light weight car that is unusually fearless of the road. Mo-*lyb*-den-um Steel has the greatest *resistant* properties of any steel hitherto known. Especially does it resist crystallization from constant pounding, vibrating and thrusting. And it is the crystallization of steel that makes it easy to break. You can readily understand what Mo-*lyb*-den-um Steel means to *you*, when you realize what it has made possible. A Mo-*lyb*-den-um Steel car is lighter, stronger and more resistant to shock, wear and fatigue than a similar car built of any other steel.

You know this means reduced upkeep costs and more mileage from tires and gasoline. It also cuts down repairs to a minimum, for Mo-*lyb*-den-um Steel parts are practically unbreakable—the gears resist stripping—the axles are stronger than the strains of the road, and the entire mechanism wears less and renders greater efficiency. Before buying an automobile, truck or tractor, find out if it is made of Mo-*lyb*-den-um Steel. Then you can be absolutely sure you won't make a mistake.



The world's chief source of Mo-lyb-den-um is at Climax, Colorado. The United States is dependent upon importations from foreign countries of all steel alloying elements except Mo-lyb-den-um.

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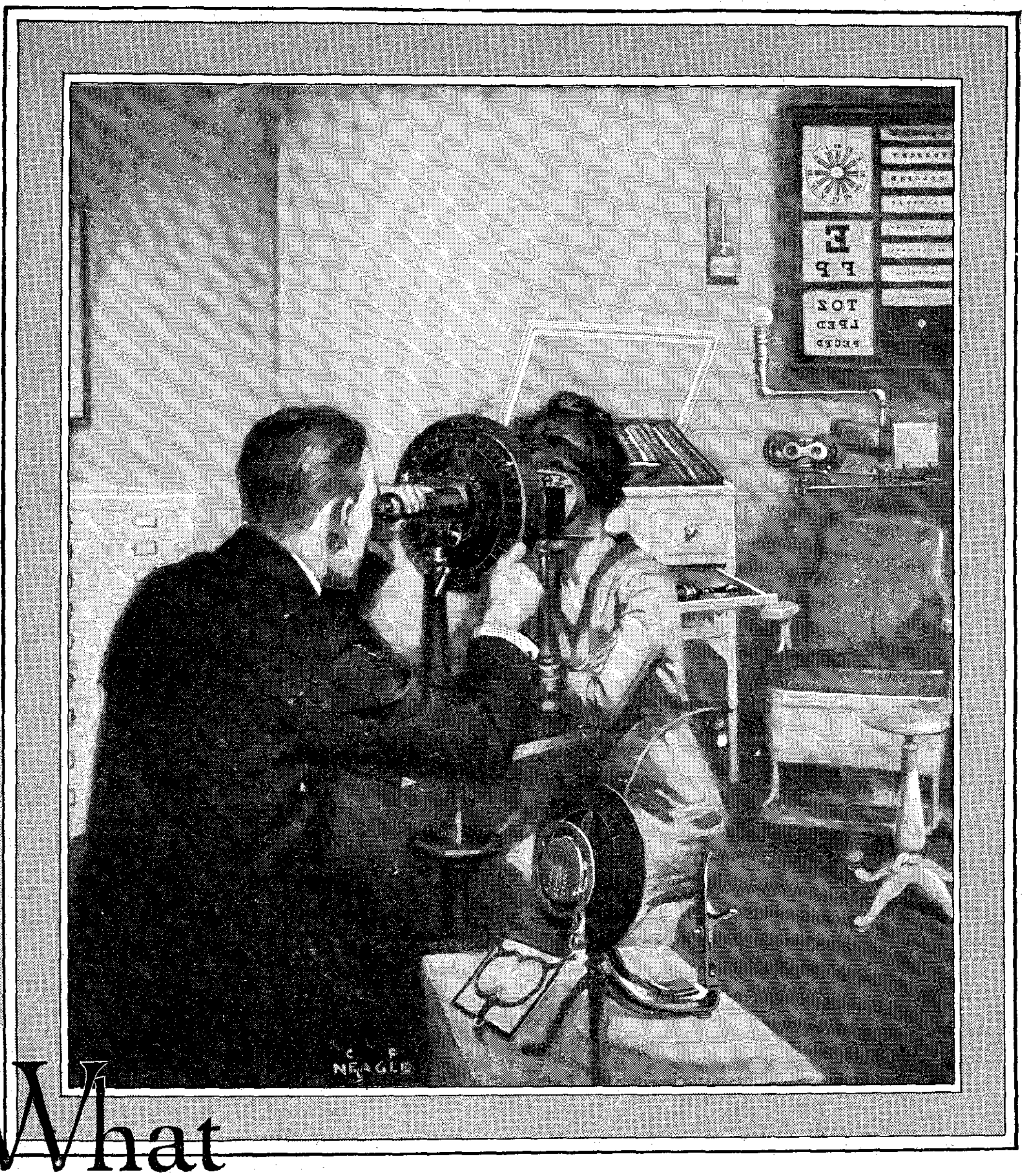

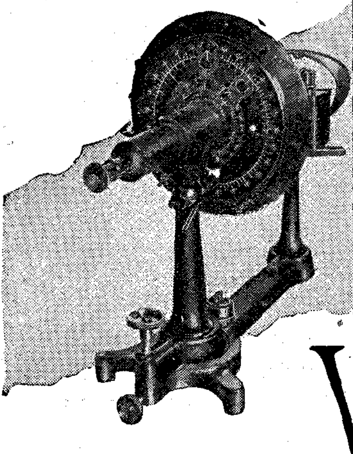

What Optical Science is doing

Just two pieces of glass! And yet those lenses which correct so effectually the defects of vision are possible only because of the highly-trained skill of the optical specialist, aided by scientific instruments of perfect precision and a manufacturing organization of painstaking accuracy and wide resources.

The service of the optical specialist has grown greater with each succeeding year. The conditions of modern life constantly increase the number of people whose efficiency or health is lowered by some impairment of eyesight—for which the remedy is glasses prescribed and fitted after a thorough examination.

To this examination the optical specialist brings knowledge and training of the highest order. He also utilizes the latest equipment and apparatus which have been perfected for precise scientific work.

Science has stepped in and brought its aid to personal skill. The refracting instruments which have been developed by the General Optical Company play a vital part in making the examination and diagnosis

---

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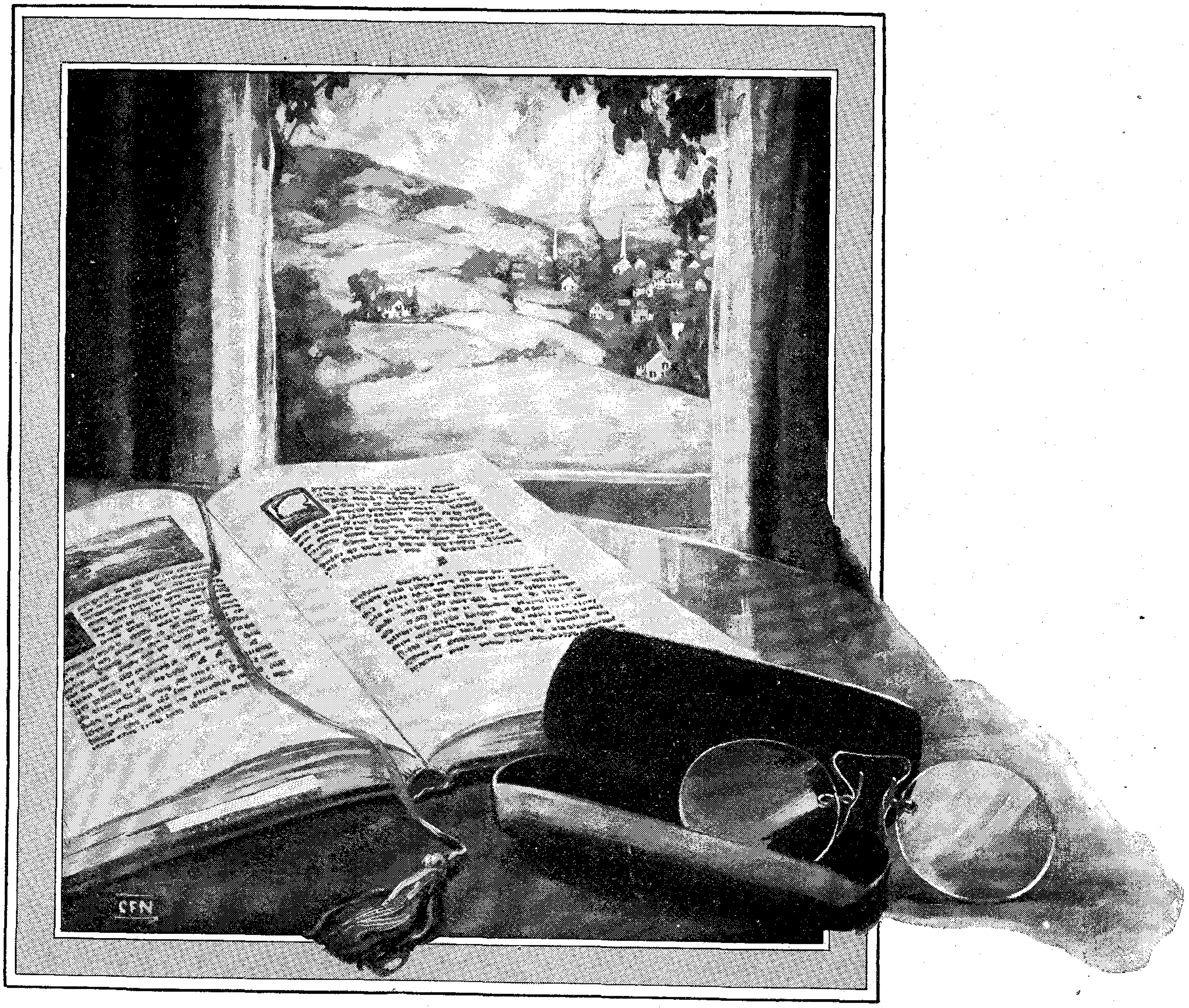

to develop better vision

of the optical specialist complete and accurate to the last degree.

With this progress in optical science has come the realization that *better* vision means more than just going to the optical specialist after some pronounced symptom sounds a warning that his services are needed. Most people do not know when eyesight trouble really begins; usually it starts so gradually that for a long while it may not even be noticeable.

Imperfect vision, if not corrected, grows worse with the years. The surest way of preserving your eyesight at maximum efficiency throughout life is to go to an optical specialist for an examination once a year.

Naturally, the lenses which are prescribed for restoring normal vision are as vital a factor as the accuracy of the examination itself. Here, also, the General Optical Company works hand in hand with the optical profession by supplying lenses of tested quality and dependable uniformity — Kryptoks, the invisible bifocals, as well as all other lenses for correction of vision from youth to old age.

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INVESTMENTS AND FINANCE

WHAT EUROPE IS DOING FOR EUROPE

WHEN any one declines to aid the starving children of Europe on the ground that Europe is doing nothing for them, it is charitable to suppose he is ill-informed. As a matter of fact, an international committee for relief and reconstruction credits was recognized as a standing committee of the Brussels Financial Conference. It has held numerous meetings and has arranged reconstruction credits amounting to something like £15,000,000 sterling in the form of food, raw materials, and transport services by the Governments of Denmark, Great Britain, Holland, Norway, Sweden, and Switzerland. The French and Argentine Governments are preparing to cooperate, and the Italian Government has agreed to the opening of a credit of 100,000,000 lire, under the reserve of a deduction for part of the deliveries already made to Austria. While the United States is not officially represented, it has collaborated with the committee. The credits, according to a bulletin of the Bankers Trust Company, are available for the following countries: Poland, Czecho-Slovakia, Jugo-Slavia, Roumania, the Baltic States, Armenia, Georgia, Austria, and Hungary. Each lending country reserves complete liberty as to which country its credits shall be extended, but agrees to accept a common form of bond as security. The amounts of the credits are set down as follows:

			(At recent exchange)
Denmark	12	million kroner	$1,692,000
Great Britain	10	million pounds sterling	35,100,000
Holland	12½	million florins	3,875,000
Norway	17	million kroner	2,397,000
Sweden	10	million kroner	2,000,000
Switzerland	15	million Swiss francs	2,400,000
Italy	100	million lire	4,000,000

The following facts regarding the way in which these credits are being used are not absolutely up to date, but they indicate the sort of thing that is being done and will be done:

Austria, for instance, is now in the process of receiving from the United States 200,000 tons of wheat flour, the shipping for which has been supplied and paid for out of British credits. Austria is also now receiving out of British credits consignments on account of 3,000 tons of frozen mutton and 4,000 tons of bacon.

British shipping will also be provided to bring from Argentina maize which Austria is thus enabled to borrow for her immediate necessities from Holland. Switzerland has proposed to provide Austria with condensed milk, of which 35,000 cases are ready for immediate dispatch, and eventually to supply cheese and live animals. The Argentina credit, if approved, will be devoted to supply cereals and, in the same way, the French credit will be applied to various foodstuffs.

Negotiations are now being undertaken with a view to supplying Austria on credit from Holland with seed potatoes, sugar, peas, and beans, milk and cheese, and some raw materials for industry; with

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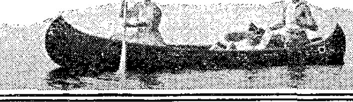

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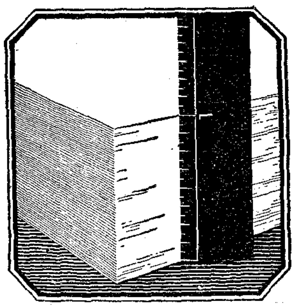

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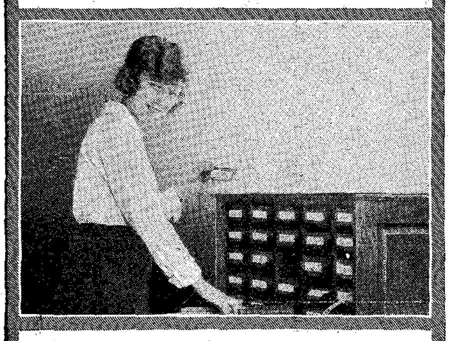
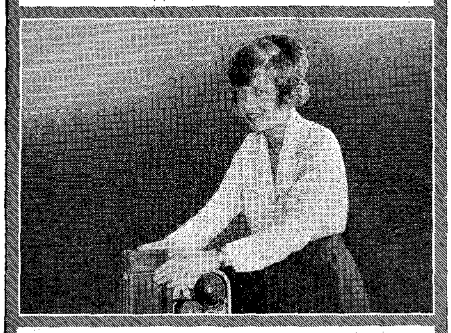
It required this girl's entire time every day to hand-address 800 envelopes in which a Boston broker mailed his daily market letter.

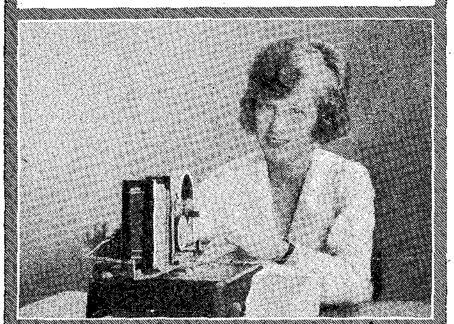
Last week she stenciled the 800 addresses into Addresserpress address cards with the use of her regular typewriter in less than six hours.



She filed the 800 address cards in alphabetical order in this special cabinet—filed them just like index cards.



And now each day she puts the address cards into the hopper of the Addresserpress, and as fast as she can turn the hand crank—



—each address is transferred onto an envelope at a speed of 800 addresses in thirty minutes.

Send for our Booklet
"ADDRESSERPRESSING"
The Elliott Co.
144 Albany St., Cambridge, Mass

INVESTMENTS AND FINANCE

Continued

cattle, hogs, margarine, fish, and oil from Denmark; with fish from Norway; and with various foodstuffs, raw materials, and manufactured articles from Italy.

Other countries are also benefiting—for instance, 200,000 tons of flour are in the course of delivery from the United States to Poland, and 25,000 tons of flour to Czecho-Slovakia, while from the same source Hungary is receiving 15,000 tons and Armenia 43,000 tons of flour, mostly carried in British shipping.

Another Bankers Trust bulletin brings the British statistics up to the present month, showing that more than £48,000,000 has been devoted to relief and reconstruction work in Europe and the Near East. The amounts in detail, as given by the British Chancellor of the Exchequer, are set down as follows:

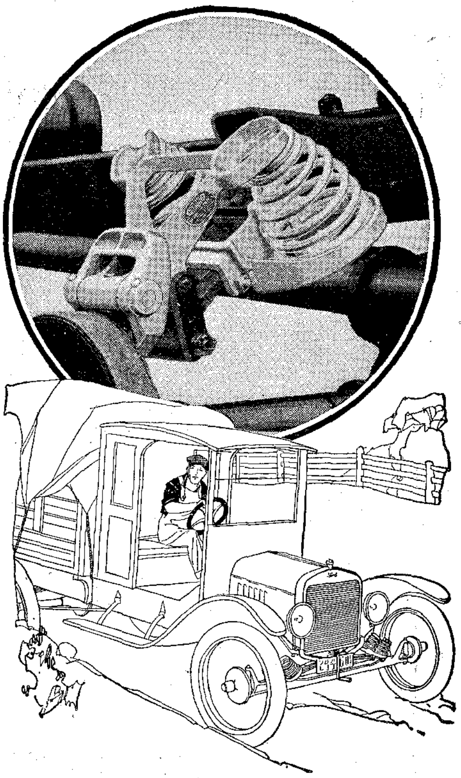
1. Grants and loans to Belgium for relief and reconstruction	£15,283,000
2. First relief credit	12,500,000
3. Second relief credit	10,000,000
4. Repatriation of Czecho-Slovak troops from Siberia	1,400,000
5. Maintenance of Russian refugees	400,000
6. Supply of foodstuffs for North Russia	2,190,000
7. Export credits	2,000,000
8. Relief of Assyrian and Armenian refugees in Mesopotamia	3,940,000
9. Relief of refugees and destitute persons in Syria and Palestine	575,000
10. Grant to League of Nations for relief of typhus in Poland	50,000
	£48,338,000

It should be added that ten months ago the total of direct loans made by Great Britain to her Allies and to her dominions for war and relief purposes amounted to £1,852,233,269. Up to November 30, last, according to the information received by the Bankers Trust Company, about £5,000,000 was advanced in loans, France receiving £4,318,492; Italy, £110,000; Belgium, £13,000; Serbia, £414,744; and Roumania, £5,214.

WHY WHEAT DECLINED

THE fall in wheat prices, which has ruined so many farmers, has been due mostly to natural causes and not to any appreciable extent to market manipulation, says the Federal Trade Commission in a report to the President. The Commission gives seven reasons for the price declines, which *The Wall Street Journal* reprints as follows:

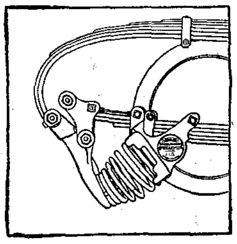
1. The world yield for the crop year 1920 will be larger than 1919.
2. Foreign governmental buying, which previously met a single seller in the United States, and does not now, has been characterized by heavy buying in the spring of 1920, and by slack purchases later, and is thus involved in the decline.
3. Unprecedented importations of wheat from Canada into the American market.
4. The record-breaking yield of corn and oats have been factors in the depression of wheat.
5. Slackening in the domestic demand for flour during the latter half of 1920.
6. Tendency to decline in many commodities has had its effect.
7. The change in credit conditions, with the resulting disposition of distributers to refrain from accumulating or maintaining usual stocks, has had its bearing.



Yes, the Ford One-Ton Truck Has Its Own Special "Hasslers"

AND when you have equipped your Ford Truck with Hassler Shock Absorbers you have made it a better investment. You will add one-third to the length of its life. You will save one-third on the cost of tires and up-keep. Then, too, the easier riding means protection for the load, and keeps your driver from undue fatigue. He will enjoy his work, and, of course, do it better.

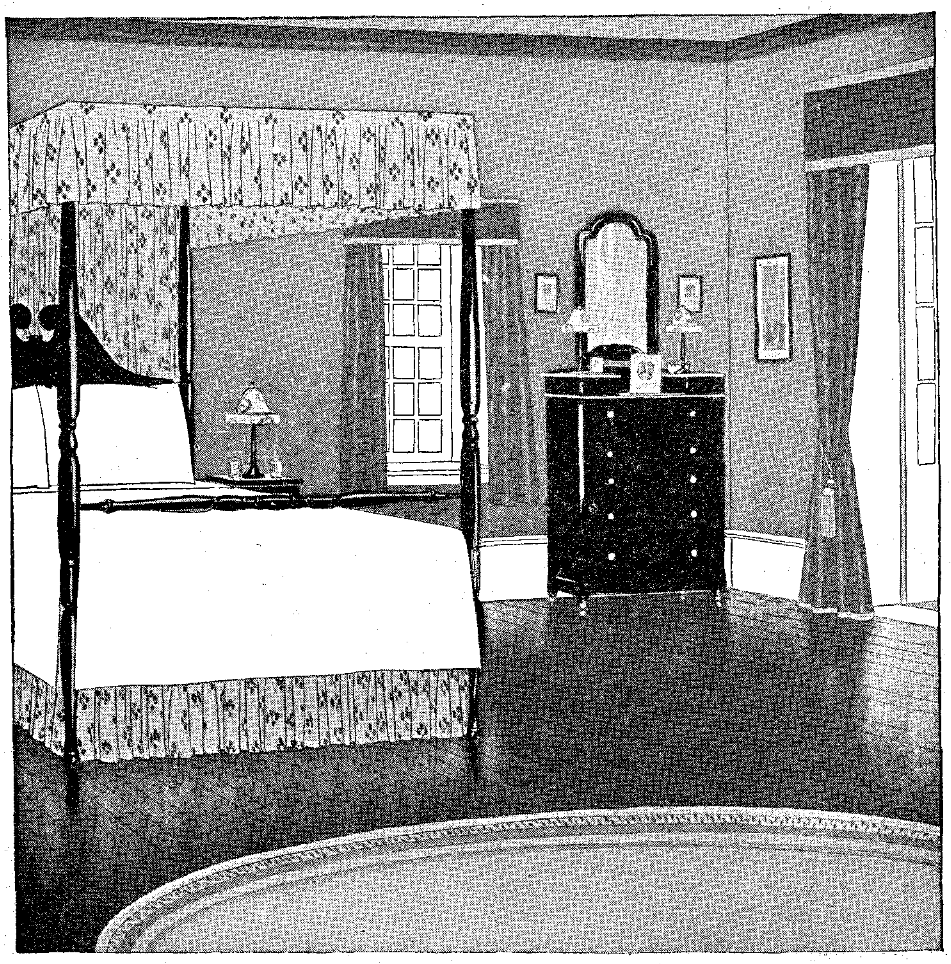
Another big advantage is that Hasslers permit the car to be driven faster, without injuring itself or its load, actually increasing the earning power of the truck. There is a dealer near you who will put them on and let you use them for 10 days, refunding all of your money if you are not entirely satisfied. Write us if you don't know this Hassler dealer.



The new Hassler Shock Absorber for the Dodge Brothers Car. A set consists of four, one for each spring. They do not require change of any part of car. The luxurious comfort you wish in your Dodge!

ROBERT H. HASSLER, INC.
1407 NAOMI STREET, INDIANAPOLIS, IND.
Robert H. Hassler, Ltd., Hamilton, Ontario

HASSLER
TRADE MARK REGISTERED
Shock Absorbers
PATENTED



VARNOTILE *gave this floor its Lustre*

The sheen of a beautifully finished floor is irresistible. It invites—it charms—it enhances the attractiveness of your furniture, your cherished rugs, your dainty hangings. With Acme Quality Varnotile such a floor can be realized.

The "life" of a floor is assured when Varnotile is applied. Varnotile saves the surface and beautifies. It will not scratch nor mar and is easy to keep clean and bright. It is the best varnish you can use. And what is true of Varnotile is true of all Acme Quality products. They are the best to be had.

For your intimate knowledge of just what should be used for each surface, get our two booklets "Acme Quality Painting Guide" and "Home Decorating." Ask your dealer or write us.

Save the surface and you save all — Paint & Varnish
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VARNISH
ACME QUALITY

ACME QUALITY

PAINTS & FINISHES

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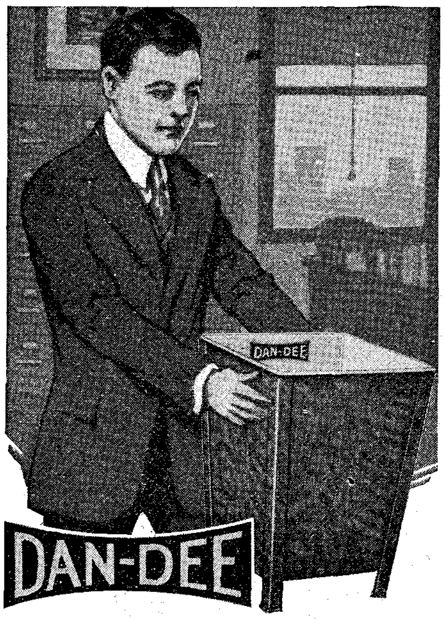


—the Waste Basket of Character

YOUR waste basket is an important part of your office equipment. It should harmonize with your desks, chairs and other office furnishings.

The DAN-DEE basket is the choice of men who care—men who value visitor's impressions. The DAN-DEE basket is made in fifteen different shades to harmonize with every office. Smoothly finished and cannot injure desks, floors or rugs. *It is made of 26 gauge* cold-rolled steel and is strong, durable and fire-proof. Large or small sizes—square or round styles. Costs but little—lasts for years.

Leading Stationers, Office-Outfitters, Furniture, Hardware and Department stores will be glad to show you the DAN-DEE line of waste baskets, letter-trays, hampers, towel baskets, strong boxes, security boxes and cash boxes.

FOR THE HOME

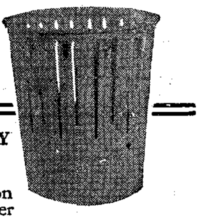
Women will be interested in the DAN-DEE DAIN-TEE line of waste baskets, book-racks, boudoir boxes and other home accessories. Charmingly decorated in many shades and colors. Sold singly or by the set. Dainty, artistic, beautiful and as durable as the DAN-DEE series. Adds taste and refinement to library, den or living rooms.

Send for Our Descriptive Folder

Upon receipt of your name and address we will mail you folder fully describing either the DAN-DEE or DAN-DEE DAIN-TEE line. Illustrations show actual shades and colors. Fill in and mail the coupon below—now—while you are thinking about it.

ERIE ART METAL CO.
ERIE, PENNA.

DEALERS *Write us at once about our new merchandising plan. Let us tell you how we are creating more and better business for our dealers. Our plan will open new possibilities for your store.*



ERIE ART METAL COMPANY
Erie, Penna.

Gentlemen: Without obligation to me, send me folder and other information concerning the DAN-DEE (DAN-DEE DAIN-TEE) line in exact color and harmonious designs. Also send me the name of my nearest dealer.

Name ....

Address ....

City ....State ....

CURRENT EVENTS

FOREIGN

February 2.—It is reported from Paris that the French since the armistice have perfected a projectile so powerful that a dozen would wipe out a city like Berlin. Great progress is reported to have been made in all European countries in the construction of tanks, silent guns, and heavy artillery of all kinds since the war.

A revolt is reported from the Montenegrin village of Podoritza against the Serbian garrison. More than 300 troops were killed and wounded. This incident is said to be typical of the rebellious state of Montenegro and other problems affecting the Balkans and the remnants of the Dual Monarchy.

February 3.—Seventeen policemen and nine civilians are killed and two policemen and four civilians wounded in different parts of Ireland, says a report from Dublin. From Skibbereen, County Cork, a pitched battle between the Irish Republican Army and the Royal Irish Constabulary is reported.

President Pilsudski, of Poland, and other Polish officials arrive in Paris to discuss with the French officials a possible Bolshevik offensive against Poland in the spring, says a Paris report.

A smallpox epidemic which began in mild form in Port-au-Prince, Haiti, some time ago, is reported to have reached an alarming stage. Many deaths are reported daily, almost entirely among the natives.

February 4.—The British draft of the mandate for Palestine, recently made public provides that the mandatory nation (Great Britain) shall have all the powers inherent in the government of a sovereign state. The mandate also provides for local self-government wherever conditions will permit, and assumes the responsibility of seeing to it that no Palestine territory shall be ceded, leased, or otherwise subjected to any foreign Power.

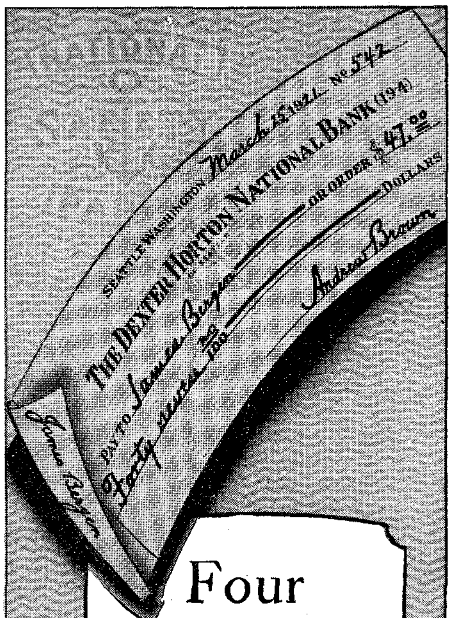
Bavaria refuses to accept the disarmament provisions submitted at the recent Paris conference of the Supreme Council. It is reported that workers in the mining districts of Germany are highly incensed against the reparations terms and that 10,000 copper- and silver-miners in Mansfeld have struck as a protest.

February 5.—It is reported from Paris that as a result of the conference between President Pilsudski, of Poland, and Premier Briand, of France, the governments of these two countries have drawn up a statement in which notice is served on the world that they will stand together in the defense of their "superior interests."

Following America's example in dealing with Communist agitators, France escorts across the German border five radicals recently rounded up by the French police in various parts of the country.

Drastic measures to stamp out anti-Soviet activities in Russia and surrounding territories have been taken by the Bolshevik Government in Moscow, according to advices reaching London. In a decree recently issued, Premier Lenine directed the eradication of all foreign centers of counter-revolution and the ruthless destruction of all traitors to the Soviet cause.

"Red" armies occupy Erivan, capital of Armenia, and Alexandropol, railway center of that republic, says a message received by the Near East Relief in New York. The advance of the


NATIONAL SAFETY
Seattle Washington March 15 1921 No 542
The Dexter Horton National Bank 19-4
Pay to James Bergen or order $47.00
Forty seven 00/100 Dollars
Andrew Brown
James Bergen

Four parts of a check need protection

Do you think that, because the "amount" may be protected, your checks are safe against alteration?

Do you know that the "payee's name" is altered *as often* as the "amount", and that often the "date" and "endorsements" are changed?

National Safety Paper

protects (1) amount, (2) payee's name, (3) date, (4) endorsements.

An alteration with acid, eraser or knife produces a glaring white spot or stain in National Safety Paper, instantly exposing the fraud.

Ask your bank for checks on National Safety Paper. If you buy your own checks, specify it to your printer. You can identify it by the wave-line design shown in the check above.

Write for our book "The Protection of Checks"

George La Monte & Son
61 Broadway New York

Bolshevik troops is said to mean that the Moscow radicals have decided to occupy the entire Armenian Republic in order to crush the Armenian opposition to the Soviet form of government.

February 6.—In a statement issued by the Korean Commission in Washington, it is declared that the Japanese during October and November "murdered" 3,128 inhabitants in Chientoa, a district lying west of Vladivostok.

Reports reaching London say that the airplanes the Germans are surrendering to the Inter-Allied Aeronautical Commission have been so crippled as to make impossible the reconstruction of the machines.

An offer by Count von Brockdorff-Rantzau, German plenipotentiary at the Peace Conference, to pay the Allied indemnity at the rate of 4,000,000,000 marks annually has been discovered among the accumulated documents connected with the Treaty of Versailles. This discovery is taken as another bit of evidence among the French that the recent German protests against the payment of indemnities are merely maneuvers to throw dust in the eyes of the Allies.

All males between sixteen and forty are rounded up by the Crown forces at Queenstown, Ireland, and required to give their names and addresses, so that in case the British are ambushed near that city these men may be held responsible and required to furnish necessary information to the authorities.

A new Greek Cabinet is formed by Minister of Finance Kalogeropoulos, following the resignation of Premier Rhallis.

The Sinn-Feiners conduct a series of bomb attacks in Dublin unsurpassed since the famous outbreak at Easter in 1916. Bomb explosions followed by sharp rifle-fire were heard in three parts of the city. Only one fatality was reported and six soldiers and one civilian were wounded.

The Japanese House of Representatives takes what is regarded as a historic step toward the emancipation of women, in the discussion of a bill aiming at the nullification of the law prohibiting women from joining political associations or attending political meetings. The bill has the support of members of all parties.

February 7.—Premier Lenine, in a recent article in the Petrograd *Pravda*, declares the fight between the labor-unions and the Soviets for supremacy will end Sovietism unless a settlement is reached soon. Minister Trotzky in a recent address to the Moscow Soviet, urges the importance of maintaining Japanese neutrality and German sympathy when the Soviet begins a new war in the Near East.

Switzerland refuses the request of France that the army of the League of Nations be permitted to pass through its territory to reach Lithuania. The Swiss Government, in its note refusing passage to the army, declares that inasmuch as Lithuania opposes the sending of this force, the movement is no longer of a neutral character.

The Italian Foreign Minister, Count Sforza, announces in the Chamber of Deputies that the Supreme Council at its recent meeting in Paris decided to reduce to $60,000,000 a year the amount to be paid by Germany for the maintenance of the Allied troops on the Rhine and the various inter-Allied commissions.

CONGRESS

February 3.—President Wilson, acting on request of President-elect Harding, issues a proclamation calling a special

1c per dish

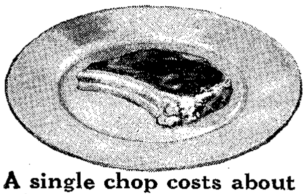
remember, buys the food of foods

Quaker Oats—the supreme food for breakfast—costs but one cent per large dish. The average cost of meat-dish servings is some ten times that.

When you figure by calories—the energy measure of nutriment—the difference is about as great.

When you figure by food value every factor favors Quaker Oats. This is almost a complete food—nearly the ideal food. As a vim-food and a food for growth it holds a unique place.

Quaker Oats should be served each day to guard against underfeeding, if for nothing else. It supplies the 16 elements which the body needs. Most other foods are deficient in some of them.



A single chop costs about 12 cents at this writing

Cost per 1,000 calories	
Quaker Oats	6c
Average of meat, fish and egg dishes	55c

Quaker Oats

Flaked from queen grains only

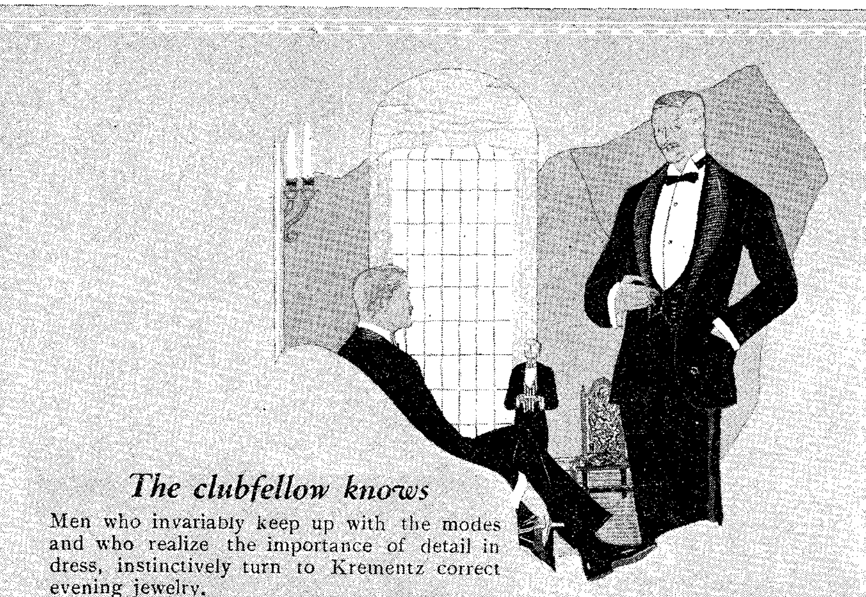
This brand is flaked from queen grains only—just the rich, plump, flavory oats. We get but ten pounds from a bushel.

The result is a flavor which has won the world. Millions of people in every clime use it. Yet that extra flavor costs you no extra price.

15 cents and 35 cents per package

Except in far west and south

Packed in sealed round packages with removable cover

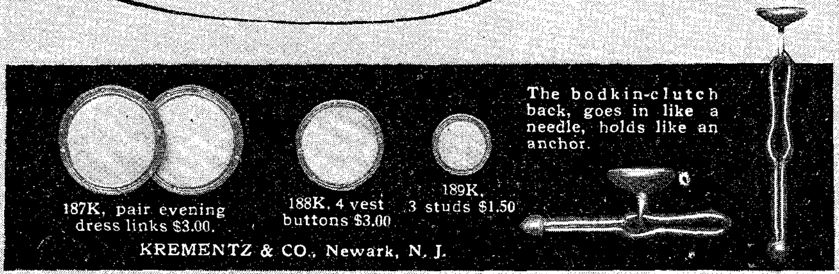


The clubfellow knows

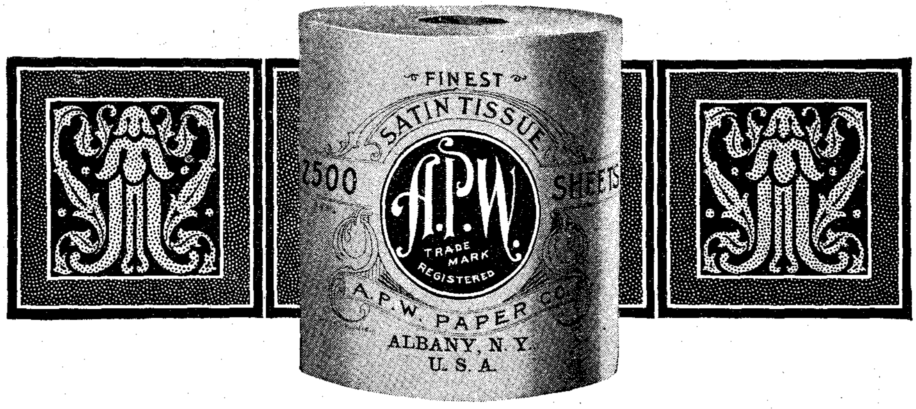
Men who invariably keep up with the modes and who realize the importance of detail in dress, instinctively turn to Krementz correct evening jewelry.

They know and value it for its correctness, its exclusive character, its enduring quality. The name stamped on the back of each piece is a lasting guarantee.

Krementz


The bodkin-clutch back, goes in like a needle, holds like an anchor.
187K, pair evening dress links $3.00.
188K, 4 vest buttons $3.00
189K, 3 studs $1.50

KREMENTZ & CO., Newark, N. J.



The Economy of buying High-priced Toilet Paper

A. P. W. SATIN TISSUE costs more per roll than almost any paper you can buy. BUT IT COSTS LESS per sheet because the roll contains so many more sheets, and you get A. P. W. QUALITY—the quality that has made this the most favored Brand in the American home.

Some homekeepers may prefer another TYPE of paper—a different texture, weight or size of sheet. If so, they will find exactly what they want in one of the packages shown at the left, which are the other members of the family of A. P. W. QUALITY PRODUCTS.

PURE WHITE
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A.P.W. QUALITY TOILET PAPER PRODUCTS

CURRENT EVENTS
Continued

session of the Senate to convene March 4.

The House approves an appropriation sufficient only for the maintenance of an army of 150,000, during the fiscal year beginning July 1.

February 4.—The Senate Appropriations Committee reports the sundry appropriations bill, carrying $410,921,107.91. This aggregate is not a reduction but an increase in the bill as first proposed, the principal reason for the increase being an appropriation of $17,500,000 for additional hospital facilities for wounded and sick soldiers.

February 5.—The House of Representatives, over the President's veto and by a vote of 271 to 16, passes the resolution directing Secretary of War Baker to stop recruiting for the Army.

February 7.—The Senate, by a vote of 67 to 1, passes over the President's veto the bill stopping enlistments in the Army and reducing the Army to 175,000. As the House had already passed the measure over the veto, it now becomes a law.

DOMESTIC

February 2.—Doors of distilleries and bonded warehouses in every State in the Union, Hawaii, and Porto Rico are ordered indefinitely closed against liquor withdrawals by Prohibition Commissioner Kramer. Only manufacturers and big druggists can be supplied from the warehouses.

February 3.—A walkout of 370,000 members of the United Brotherhood of Maintenance of Way employees and railway-shop laborers is said to be threatened if the national agreements are broken by railway officials and wages are cut.

February 4.—The United States buys an Italian-built air-ship for $200,000. The craft was built originally for use as a passenger-liner between Genoa and Buenos Aires and has a carrying capacity of nineteen tons.

State Department officials say that unless Japan consents to the internationalization of the island of Yap for cable purposes, the American Government will not approve the League of Nations program for making Japan the mandatary Power over the Pacific territory.

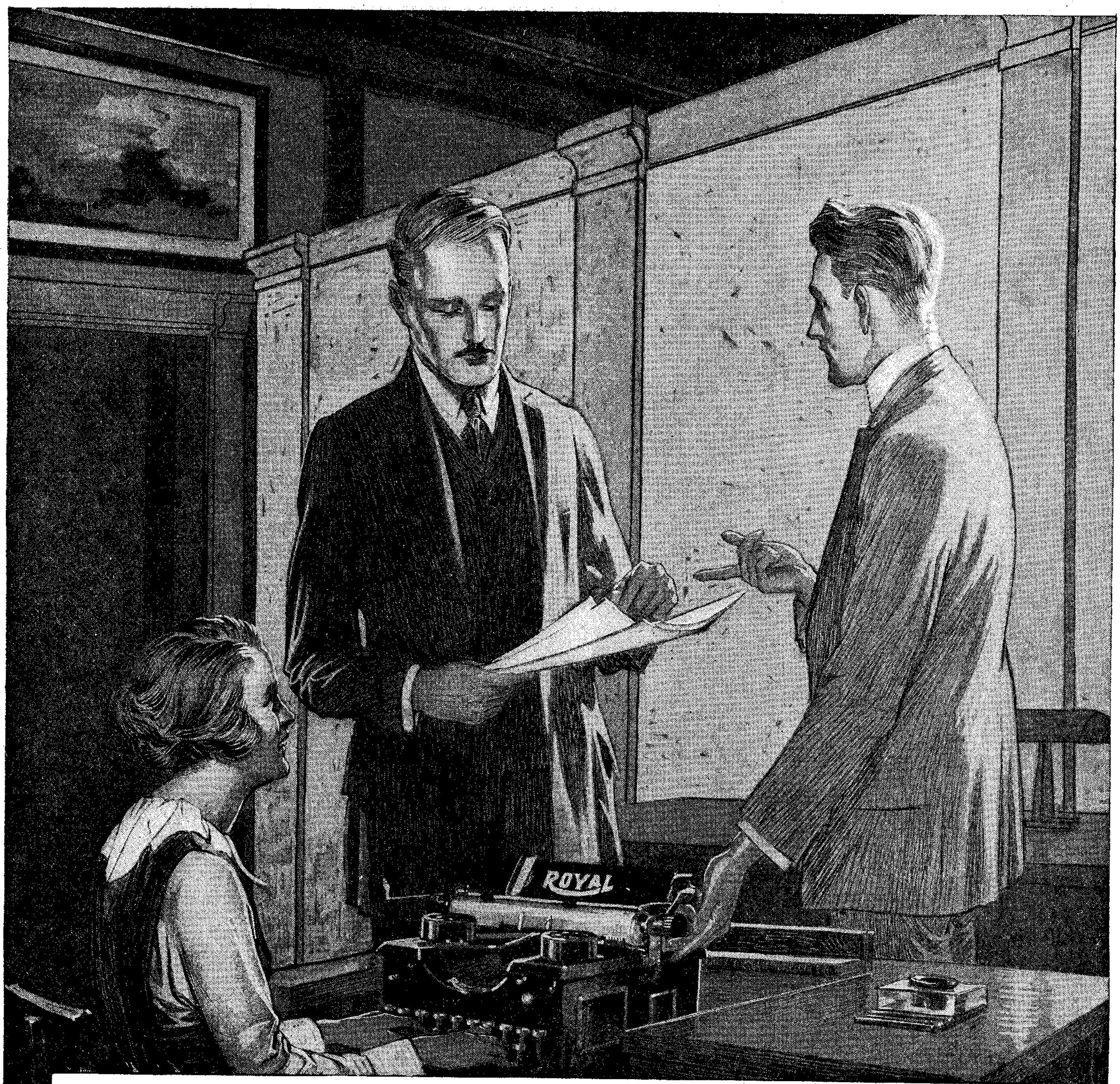
February 5.—Two hundred coal-miners are called out on strike in Kansas. This is the first strike of coal-miners in this State, called officially by the union since the passage of the Kansas Industrial Court Law.

February 6.—The House Committee on expenditures in the War Department report that surplus war-materials, amounting in value to more than $6,000,000,000 are still packed in army warehouses and depots in the country.

President Wilson refuses the request of railroad labor representatives that he investigate railroad executives' claims before the Railroad Labor Board that the carriers must adjust wages or face bankruptcy.

February 7.—The arrest is ordered of Alexander Howat, president of the Kansas Coal-Miners, and all the members of the district board of the union, for ordering the strike now on in that State.

Passenger-airplanes carried 150,163 persons 3,136,550 miles in this country last year, according to a report of the Manufacturers' Aircraft Association.



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After all, there is but one way to find out just why the Royal Typewriter is being accepted as the world's finest writing machine.

Test it! Try it out in your own office, on your own work and under your own supervision. The Royal never shows to such advantage as when judged by the standards of other machines. It saves time—the work is beautifully clear-cut. It relieves strain on the operator.

There is but one answer when you actually "compare the work". ROYAL! New users of Royal Typewriters express delight over the flowing, vibrationless carriage movement; the light touch; the smooth functioning of *all* those in-built, exclusive Royal devices which save the time and the nervous energy of the operator.

Try the Royal! Then decide whether or not you really can be satisfied with anything but the best.

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ROYAL
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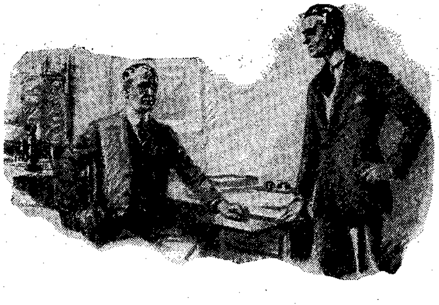

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"We'll pay him $5,000 a year. Go over our list of employees—pick out those who not only have been doing their work well, but have been studying in spare time getting ready for advancement. That's the kind of man we want for this job and for all of this firm's responsible positions."

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Prove that you are that kind of a man! The International Correspondence Schools are ready and anxious to help you prepare for advancement in the work of your choice, whatever it may be. More than two million men and women in the last 29 years have taken the I. C. S. route to more money. More than 130,000 others are getting ready right now. Hundreds are starting every month. Isn't it about time for *you* to find out what the I. C. S. can do for you?

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☐ MINE FOREMAN or ENG'R
☐ STATIONARY ENGINEER
☐ Marine Engineer
☐ Ship Draftsman
☐ ARCHITECT
☐ Contractor and Builder
☐ Architectural Draftsman
☐ Concrete Builder
☐ Structural Engineer
☐ PLUMBING AND HEATING
☐ Sheet Metal Worker
☐ Textile Overseer or Supt.
☐ CHEMIST
☐ Pharmacy
☐ SALESMANSHIP
☐ ADVERTISING
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☐ Railroad Positions
☐ ILLUSTRATING
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☐ Private Secretary
☐ Business Correspondent
☐ BOOKKEEPER
☐ Stenographer and Typist
☐ Cert. Pub. Accountant
☐ TRAFFIC MANAGER
☐ Railway Accountant
☐ Commercial Law
☐ GOOD ENGLISH
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☐ CIVIL SERVICE
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☐ AUTOMOBILES
☐ Mathematics
☐ Navigation
☐ AGRICULTURE
☐ Poultry Raising
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☐ Teacher
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FOR MEN OF BRAINS
Cortez Cigars
-MADE AT KEY WEST-

Profit in Laughter!

IF YOU KNOW how to generate it—if you have the material. Here is a complete manual of material and instruction.

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has 337 very best jests and anecdotes that have recently appeared in magazines, newspapers, and public speaking —52 rich pages. A 3,300 word chapter, **"How to Tell a Funny Story,"** will teach you. A 3,300 word chapter of **"Suggestions to Toast-Masters"** gives expert instruction in planning a dinner and toastmastering it. He who can tell funny stories is popular—popularity is profitable.

Hundreds of lawyers, lodge masters, mayors, legislators, teachers, doctors, bankers, and others are using **"Sparks of Laughter"** with profit.

Sent to any address on receipt of $1.00

STEWART ANDERSON, Box 366, Newark, N. J.

THE SPICE OF LIFE

Thrift Up to Date.—A penny saved is a penny taxed.—*Life.*

Alone at Last.—The dough-boys who are yet in hospital are not annoyed by frenzied cheering or flying bouquets.—*Baltimore Sun.*

Jailed Toot Sweet.—"What's the charge, officer?"

"Fragrancy, your honor. He's been drinking perfume."—*Pelican.*

They Went.—"Darling, I've made up my mind to stay at home."

"Too late, George—I've made up my face to go out."—*The Bulletin* (*Sydney*).

Trouble Ahead.—Of course, it is none of our business, but whom will the Republicans lay the blame on when they can no longer lay it on the Democrats?—*Dallas News.*

A Real Helpmeet.—NEIGHBOR (bearer of message, breathlessly)—"You're wanted at 'ome, Charlie. Yer wife's just presented yer with another rebate off yer income tax."—*Punch* (*London*).

All Cleared Up.—HE—"You know I love you: will you marry me?"

SHE—"But, my dear boy, I refused you only a week ago."

HE—"Oh, was that you?"—*London Opinion.*

No Golf There?—MRS. VEIL OVEN (an ardent spiritualist—"Since my old man died I have been able to have a chat with him, which is more than I had when he was alive—that is, after he took up golf."—*London Opinion.*

Lesser Evil.—BILL COLLECTOR—"But why do you let your wife spend all your money?"

MR. HENPECK—"Because I'd rather argue with you than with her."—*The American Legion Weekly.*

Fair and Warmer.—"Well, Bill," asked a neighbor. "Hear the boss has had a fever? How's his temperature to-day?"

The hired man scratched his head and decided not to commit himself.

"'Tain't fer me to say," he replied. "He died last night."—*The American Legion Weekly.*

Figures Never Lie.—"What are the chances of my recovering, doctor?"

"One hundred per cent. Medical records show that nine out of every ten die of the disease you have. Yours is the tenth case I've treated. Others all died. You're bound to get well. Statistics are statistics."—*The American Legion Weekly.*

A "Blue" Mayor.—Talk about our Sunday blue laws, here's a decree issued not long ago by the mayor of a little commune in the Pyrenees:

"Whereas the young people of the commune are wont to meet and dance every Sunday after mass, and the noise they make frightens the cocks, hens, and other animals of the village, we hereby prohibit dancing within the bounds of the commune during the hours in which the domestic animals take their repose."—*Boston Transcript.*

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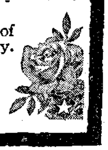

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